

UNIFIED PLANNING WORK PROGRAM
Lincoln Metropolitan Planning Organization

Fiscal Year 2007
(July 1, 2006 - June 30, 2007)

Submitted by
Lincoln Public Works & Utilities Department

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Lincoln Metropolitan Planning Organization
UNIFIED PLANNING WORK PROGRAM
Fiscal Year 2007

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Lincoln Metropolitan Planning Organization
UNIFIED PLANNING WORK PROGRAM
Fiscal Year 2007

The Unified Planning Work Program (UPWP) defines the transportation planning activities and products to be developed by the Metropolitan Planning Organization (MPO) and other transportation planning agencies. This is a short term planning tool used to define specific annual goals and projects to be performed or managed by participating agencies or MPO staff. Most planning activities outlined in the UPWP are required by state and federal laws in order to support the MPO process. The UPWP is the basis for allocating federal, state and local funds for transportation planning activities within Lancaster County covering the period from July 1, 2006 to June 30, 2007.

A. Introduction

The City of Lincoln is the federally recognized Metropolitan Planning Organization (MPO) for the Lincoln Metropolitan Area serving Lincoln and Lancaster County to carry out transportation planning and decision-making for the Lincoln urbanized area and Lancaster County.

The 1962 Federal Aid Highway Act required states and local governments to conduct cooperative, comprehensive, and continuing ("3C") transportation planning in order to receive federal funds for highway and transit improvements. Subsequently in 1973, an amendment to this act further required the governor of each state, with local concurrence, to designate a Metropolitan Planning Organization (MPO) for every urbanized area to coordinate area wide transportation planning. On March 22, 1974, the Lincoln MPO was established to guide transportation planning process in the Lincoln urbanized area as well as the coordination of transportation planning activities with transportation-related agencies within Lancaster County. The current "Memorandum of Understanding" between the City, County and State agreeing to cooperate in carrying out this task, was adopted on November 23, 1977.

The MPO provides a forum for cooperative decision-making among responsible state and local officials, public and private transit operators, and the general public. The MPO coordinates the planning activities of all transportation-related agencies and adopt long range plans to guide transportation investment decisions. The MPO is also responsible for capital programming through an annually-updated multi-year Transportation Improvement Program (TIP), which contains all federal and state funding for surface transportation projects and programs. Plans and programs are to consider all transportation modes and support community development and social goals.

Other key planning activities include promoting transportation improvements needed in the region and project development and ensuring the planning area's compliance with federal regulations affecting transportation decisions, such as the Clean Air Act Amendments of 1990 (CAAA). In meeting federal requirements, the MPO maintains the eligibility of members and transit operators for federal transportation funds for planning, capital improvements, and operations.

Each year, the Lincoln MPO prepares a Unified Planning Work Program (UPWP), in cooperation with other transportation agencies, to describe all metropolitan transportation and transportation-related air quality planning activities anticipated within the area during the year. It is an integrated document that includes the work of participating transportation-related agencies, consultants and work done directly by the MPO Staff. Since the UPWP essentially serves as the master regional

transportation planning funding application, it emphasizes documentation of planning activities to be performed with funds provided to the MPO by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) and requires approval by both the FHWA and FTA.

B. Status of Federal Transportation Legislation

The Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was signed into law on August 10, 2005 and is the most recent authorization for surface transportation investment in the United States. This builds the two previous national transportation bills, the *Intermodal Surface Transportation Efficiency Act of 1991* (ISTEA) and the *Transportation Equity Act for the 21st Century* (TEA-21) which established a new agenda for maintaining and investing in the nation's transportation infrastructure. Following ISTEA, MPOs and state DOTs began to collaborate more extensively to implement strategies and techniques. These approaches expanded and the planning process and become more dynamic. Although there were few statutory changes under TEA-21, the legislation provided greater flexibility and eligibility in highway funds and focused greater attention in certain areas critical to transportation agencies, such as connectivity, freight, asset management, and performance measurement.

SAFETEA-LU carries forward many of the principles and accomplishments of previous legislation and builds on and refines many existing efforts. This legislation also introduces new measures to meet changing transportation needs and addresses the many challenges facing our transportation system. These challenges include concerns such as improving safety, reducing traffic congestion, improving efficiency in freight movement, increasing intermodal connectivity, and protecting the environment. SAFETEA-LU also continues to provide guaranteed funding for highways, highway safety, and public transportation in the amount of \$244.1 billion which is the largest surface transportation investment in our Nation's history.

SAFETEA-LU promotes more efficient and effective Federal surface transportation programs by focusing on transportation issues of national significance, while giving State and local transportation decision makers more flexibility for solving transportation problems in their communities. The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have provided interim implementation guidance on a number of SAFETEA-LU planning provisions. On September 2, 2005, FHWA and the FTA put forward interim guidance for MPOs and state DOTs to use when implementing changes to the planning, environment, and air quality requirements of the new law that are jointly administered by FHWA and FTA. FHWA and FTA have also published a "Notice of Proposed Rulemaking" on the statewide and metropolitan transportation planning and programming process to update the Code of Federal Regulations. (Federal Register / Vol. 71, June 9, 2006 / Proposed Rules)

Effective July 1, 2007, all metropolitan and statewide transportation plans, transportation improvement programs (TIP), and statewide transportation improvement programs (STIP) must be consistent with all SAFETEA-LU planning provisions.

C. Purpose of the Unified Planning Work Program

The Lincoln MPO, in cooperation with the City of Lincoln, Lancaster County, the State of Nebraska and operators of publicly owned transit is required (23 CFR 450.314(a)) to develop a unified planning work program that:

- (1) Discuss the planning priorities facing the metropolitan planning area and describe all metropolitan transportation and transportation-related air quality planning activities (including the corridor and subarea studies discussed in Sec. 450.318) anticipated within the area during the next one or two year period, regardless of funding sources or agencies conducting activities, in sufficient detail to indicate who will perform the work, the schedule for completing it and the products that will be produced;*
- (2) Document planning activities to be performed with funds provided under title 23, U.S.C., and the Federal Transit Act.*

D. Federal Requirements

SAFETEA-LU continues the provisions in TEA-21 and in the CAAA which supports transportation planning activities that maximize mobility and accessibility and protect the human and natural environments. This is achieved through a continuing, cooperative, and comprehensive transportation planning process that results in a long-range transportation plan that is implemented in a short range program of projects.

The five major components feed into the development of the long range plan and short range program, as detailed below:

1. Public Involvement - Significant emphasis is placed on broadening participation in transportation planning to include key stakeholders who have not traditionally been involved, including the business community, members of the public, community groups, and other governmental agencies. Effective public involvement will result in opportunities for the public to participate in the planning process.

2. Metropolitan Planning Factors - The metropolitan planning process must explicitly consider and analyze, as appropriate, eight planning factors defined in SAFETEA-LU that reflect sound planning principles.

- (1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency;*
- (2) Increase the safety of transportation system for motorized and nonmotorized users;*
- (3) Increase the security of transportation system for motorized and nonmotorized users;*
- (4) Increase the accessibility and mobility options available to people and for freight;*
- (5) Protect and enhance the environment, promote energy conservation, and improve quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;*
- (6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;*
- (7) Promote efficient system management and operation; and*
- (8) Emphasize the preservation of the existing transportation system.*

3. Management Systems Input - Management systems are tools to ensure transportation infrastructure is effectively managed and maintained and that the infrastructure operates as efficiently as possible. A Congestion Management System (CMS) that provides for effective management and operation is required by SAFETEA-LU for all Transportation

Management Areas's, while the five other management systems (pavement, bridge, safety, public transportation, and intermodal) are optional.

4. Air Quality Conformity Process - One of the most dramatic examples of how transportation planning changed under ISTEA was the linkage with the transportation conformity requirements of the CAAA. The essence of transportation conformity is that, in areas failing to meet federal standards for air quality, transportation plans and programs are required to be in conformance with the transportation provisions of the state's air quality plan (the State Implementation Plan or SIP), which demonstrates how the state will meet the standards. This requirement places severe restrictions on the prioritization and implementation of transportation improvement projects.

5. Financial Plan - Finally, SAFETEA-LU continues the provisions in TEA-21/ISTEA requirement that financial planning needs to be fully integrated into the transportation plan and program development process. The purpose of this requirement is to encourage good financial planning and to prevent transportation plans and programs from becoming "wish-lists" of projects with no realistic chance of implementation. SAFETEA-LU does, however, allow the inclusion of an "illustrative" listing in the long range plan of potential projects that could be implemented should additional funding become available.

E. FHWA and FTA Planning Emphasis Areas for Fiscal Year 2007

The FTA and FHWA identify Planning Emphasis Areas (PEA's) annually to promote priority themes for consideration, as appropriate, in metropolitan and statewide transportation planning processes. To support this, FTA and FHWA will prepare an inventory of current practice, guidance and training in those areas. Opportunities for exchanging ideas and experiences on innovative practice in these topic areas will also be provided throughout the year. For FY 2007, FTA and FHWA are continuing with the six key planning emphasis areas.

1. Considering Safety and Security in the Transportation Planning Process
2. Linking the Planning and Environmental Processes
3. Consideration of Management and Operations within the Planning Process
4. Consultation with Non-Metropolitan Local Officials
5. Enhancing the Technical Capacity of Planning Processes
6. Coordination of Human Service Transportation

F. Metropolitan Planning Program

The Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was signed into law on August 10, 2005 which authorizes the Federal surface transportation programs for highways, highway safety, and transit for the 5-year period 2005-2009.

Each State develops an allocation formula for the combined apportionment to distribute these funds to MPOs representing urbanized areas within the State. There are three MPOs located within the state of Nebraska (Omaha, Lincoln, South Sioux City). Siouxland Interstate Metropolitan Planning Council (SIMPCO) is to receive \$34,014 and the remaining net is split between the Lincoln MPO and Omaha Metropolitan Area Planning Agency (MAPA) based upon Census 2000 populations.

The following is the distribution of PL Funds to MPOs in Nebraska based upon the Census 2000 defined Urban Area population.

MAPA (562,701)	Lincoln (226,582)	SIMPCO (15,828)	Total
\$861,959	\$353,027	\$34,014	\$1,249,000

G. Transportation Management Area

In accordance with federal guidelines (49 U.S.C. 5305), all 2000 Census defined urbanized areas having a population of at least 200,000 have been designated as a Transportation Management Area (TMA). The 2000 Census has identified the Lincoln Urban Area as having a population of 225,581 and accordingly, the Secretary of Transportation designated the Lincoln MPO as a TMA. The formal TMA designations were made by the Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) in the Federal Register, July 8, 2002 (Volume 67, Number 130), Notices on the Designation of Transportation Management Areas and Federal Register, October 4, 2002 (Volume 67, Number 193), Supplementary Notice on the Designation of Transportation Management Areas. This classification qualifies the Lincoln MPO for specific shares of federal SAFETEA-LU funds but along with this, it establishes additional administrative and planning requirements in the transportation planning process. These additional planning activities relate primarily to the development of a congestion management system, project selection, public involvement and the MPO certification process.

H. MPO Study Area

The Lincoln MPO planning area consists of the Lincoln metropolitan area and Lancaster County with the county being the designated planning district. Lancaster County contains approximately 839 square miles of land, and according to Census 2000 had a population of 250,291. The City of Lincoln is located at the geographical center of the county and currently covers approximately 79.55 square miles of land with a population of 225,581 in 2000. The population of the city of Lincoln made up approximately 90 percent of the population of Lancaster County. There are eleven other incorporated communities containing approximately 2.6 percent of the population and one second-class city in Lancaster County. The largest of these is Waverly, the second-class city, with a 2000 population of 2,448. The other villages and cities ranged in population between 146 and 1,084. There also are nine unincorporated communities in the county.

I. Lincoln MPO Structure

The Lincoln Metropolitan Planning Organization (MPO) is a policy-making body comprised of representatives from local government and transportation authorities that review transportation issues and develop transportation plans and programs for the metropolitan area. This organization is a forum for cooperative decision making and provides for the involvement of principal elected officials of general purpose local government. Although these individuals come to the table with multiple, and sometimes conflicting perspectives, they work together to establish local and regional priorities for the transportation improvements that are eligible for state and federal funding.

The City of Lincoln fulfills the role as the MPO for Lincoln and Lancaster County as designated by the Governor of Nebraska and is the sole recipient of federal transportation planning funds. The MPO, represented by the Mayor of the City of Lincoln, is responsible for conducting the urban

transportation planning process pursuant to federal requirements and is responsible for assigning work as necessary to carry out this process. There are five primary participant groups in the MPO planning and decision-making process. These include: 1) the Officials Committee, 2) the Technical Advisory Committee, 3) Lincoln-Lancaster Planning Commission, 4) various Citizen Task Forces and Advisory Committees, and 5) the MPO staff. Each group plays a specific role in the process.

Officials Committee

The Lincoln MPO Officials Committee membership consists of elected officials representing the City of Lincoln, Lancaster County and the State of Nebraska. The Committee is comprised of five voting members and three non-voting members. The voting members review and act upon transportation related programs and studies recommended by the city, county and state and reviewed by the MPO Technical Committee in the implementation of the transportation plan. Reviews the recommendations of the Officials Committee are for compliance with the established planning process and the policies of the general purpose governments and agencies which they represent. The non-voting members represent the federal transportation agencies for the region and provide policy guidance to the Committee.

Technical Advisory Committee

The Lincoln MPO established a Technical Advisory Committee to investigate specific transportation related topics in greater detail than what is typically accomplished at Officials Committee meetings. The Committee is made up of representatives of various professional transportation and related planning disciplines which serve in review capacity to consider the effects of transportation plans and programs on social, economic, and environmental factors in conformance to appropriate federal regulations.

The Technical Advisory Committee generally will serve as the administrative and technical staff to carry out and implement the transportation plan and to propose, develop or review transportation related programs, studies and proposals for the Lincoln Metropolitan Area. The Committee conducts the work necessary to implement the recommended transportation plan and makes recommendations on proposed amendments to the transportation plan. Short-term planning documents developed and reviewed by the Technical Advisory Committee include the Unified Planning Work Program, Transportation Improvement Program, Annual Transportation Reports among other implementation documents. The Technical Committee makes recommendations to the Officials Committee on programs, studies and proposals.

Lincoln City-Lancaster County Planning Commission

The Lincoln City-Lancaster Planning Commission is comprised of nine members who are appointed by the Mayor, and confirmed by the City Council and the County Board. Members of the Planning Commission represent the community at large and in its capacity as the MPO Citizens' Advisory Committee. The Planning Commission holds two public meetings each month on a regular basis; however, special meetings may be called at the discretion. The Commission considers proposed transportation plans and related programs in relation to community goals, reviews the recommendations of other review groups, and modifies or recommends future land use and transportation plans and related programs for both the City Council and County Board before forwarding these to the MPO Officials Committee.

Citizens Task Forces and Advisory Committees

To assist in the decision-making process, the MPO Committee members rely upon other committees and task forces as well as active participation from interested citizens. Input is sought from concerned business representatives, special action groups and other voices in the community. Plans and projects are subject to extensive public participation during the key decision phases in plan development. Community activities include open houses, public informational meetings or partnering sessions.

MPO Staff

The City of Lincoln provides primary support staff for the Lincoln MPO and the Officials Committee and Technical Committee in carrying out the transportation planning process. Among other things, these activities include providing technical expertise in the development of transportation plans and programs, promoting public involvement in the decision making process and supporting local communities in their general planning efforts. Program management for the Lincoln MPO is located in the Lincoln Public Works & Utilities Department: Engineering Services. Other key planning staff in city departments and other agencies which have significant rolls in providing their expertise in providing support and guidance in the planning process. These include the Lincoln Public Works & Utilities Department (including StarTran), Lincoln-Lancaster Planning Department, Lincoln Urban Development, Lincoln Parks & Recreational Department, Lincoln-Lancaster Health Department, Lincoln Airport Authority, and the Lancaster County Engineering. The State of Nebraska provides support for the Lincoln MPO through its Planning & Project Development Division and its participation in the Technical and Officials Committees. FHWA and FTA for the region provide policy guidance as needed in the administration of the MPO.

J. Planning Issues and Emphasis

Significant transportation issues face the Lincoln-Lancaster Planning area. Among the key issues being addressed during the planning period include:

✓ Transportation Plan Update

The Lincoln MPO – in cooperation with the City of Lincoln, Lancaster County, Nebraska Department of Roads, Federal Government agencies, and other local and regional public and private entities – has begun an updated Transportation Plan for the Lincoln planning area. This update process began in May of 2005 with a briefing of the Lincoln-Lancaster County Planning Commission. The study process is anticipated to continue through the calendar year of 2006 with a draft of the newly updated Transportation Plan under review. The process will also involve updating the City of Lincoln's and Lancaster County's Comprehensive Plans, including the long range land use and utility plans of jurisdiction.

✓ Congestion Management and System Operational Issues

An effective Congestion Management System can greatly improve the operational efficiency of Lincoln Metropolitan Area's transportation infrastructure. It provides

guidance for effectively allocating human, capital, and financial resources in order to reduce roadway travel-time delays, improve air quality, and conserve energy. These improvements are important to the region's environment, economy, and quality of life and directly benefit automobile and transit vehicle users as well as truck and freight operators. The continued development and coordination of the CMS continues to be an important element of the Lincoln MPO planning process. It is used as a guide to develop project recommendations for the TIP and policies for the congestion management element of the Transportation Plan.

✓ **Regional ITS Architecture**

The overall objective of developing a single joint ITS Architecture is to ensure that ITS investment in Southeast Nebraska area has established common communication protocols; to avoid duplication of non-collaborative investments in infrastructure, hardware and software; to provide the ability to share data sources between agencies; and to bring the region into compliance with the nationally established ITS standards and architecture. Development and application of ITS across the region is expected to continue to increase highway safety, mobility, security, economic health and community development, while preserving the environment.

The *ITS Regional Architecture Plan* outlines the Stakeholder Involvement and an Outreach Plan. The final report was submitted to the FHWA for concurrence and accepted in August of 2005. The ITS Regional Architecture Plan is an key element of the MPO Transportation Planning process and implements the ITS strategies of the long range Transportation Plan.

✓ **Mobil Source Air Quality Planning Activities**

Lincoln has been designated by U.S. EPA as being in attainment for all the National Ambient Air Quality Standards (NAAQS) since 1989. A continued ambient air quality monitoring program is viewed as prudent in maintaining the goals of having a quality environment and meeting the current State Implementation Plan (SIP) requirements. In addition to monitoring activities, the Lincoln-Lancaster County Health Department (LLCHD) will continue to conduct computer modeling exercises to quantify transportation related air emissions.

Transportation users are also encouraged to support air quality activities by utilizing those modes of travel which reduce or do not contribute to current emission levels. This will continue to require work in developing, promoting, and managing trip-reduction methods and a focus on developing air quality awareness, energy conservation, and alternative transportation programs that educate the public about air quality concerns. A Congestion Management Plan will focus strategies which reduce travel demand and single-occupancy vehicle trips as important along with the planning and construction of bicycle, pedestrian and mass transit facilities to encourage modes and eliminate vehicle trips in single occupancy vehicles.

✓ **Multimodal Transportation Planning Activities**

An important element in the Transportation Plan is the emphasis on a balance in

transportation modes that include walking, bicycling, public transit, paratransit and vehicles. This balance is to provide for a choice in travel modes that will enable the community to maintain a high level of mobility and accessibility while preserving community character. A plan identifying alternative approaches to providing personal transportation services and potential near-, mid-, and long-range multimodal concepts and projects to implement was completed in Fiscal Year 2005. The focus for FY 2007 is to prepare a "Transit Development Plan" that includes a comprehensive operations analysis for StarTran, the public transit agency for the City of Lincoln and a division of the Lincoln Public Works & Utilities Department. Findings and recommendations will be used to guide StarTran operations and management into the future.

✓ **Emergency Preparedness**

Disasters, both natural and man made, are unpredictable as to time, location, nature and severity and every municipality is susceptible to disaster. Public Works staff is directing resources to addressing evacuation routes and other transportation-related aspects of emergency operations management. The City is placing a high priority on emergency planning so that it can offer leadership, help and information. In preparation for a major emergency or a disaster, an Emergency Plan is to provide guidelines to City staff responding to incidents. The plan is intended to be a working document that forms an integral part of the ongoing planning, training, exercising and testing process in the City's comprehensive emergency planning development. Currently, the entire Public Works staff is training through the National Incident Management System. This program trains for a unified approach to incident management with standard command and management structures and an emphasis on preparedness, mutual aid and resource management.

✓ **Goods and Freight Movement Planning**

Goods and Freight movement planning activities will continue to gather information, analyze commodity movements and develop input from the freight hauling community for input in developing infrastructure investment strategies. Planning strategies include coordinating with the Nebraska Department of Roads in examining freight issues and the programming of projects, continuing the process of promoting a freight advisory task force, and instituting a freight improvement program. Other areas of system planning work includes the development of commodity flow data and freight analytical / modeling tools.

✓ **Railroad Planning and Engineering Review**

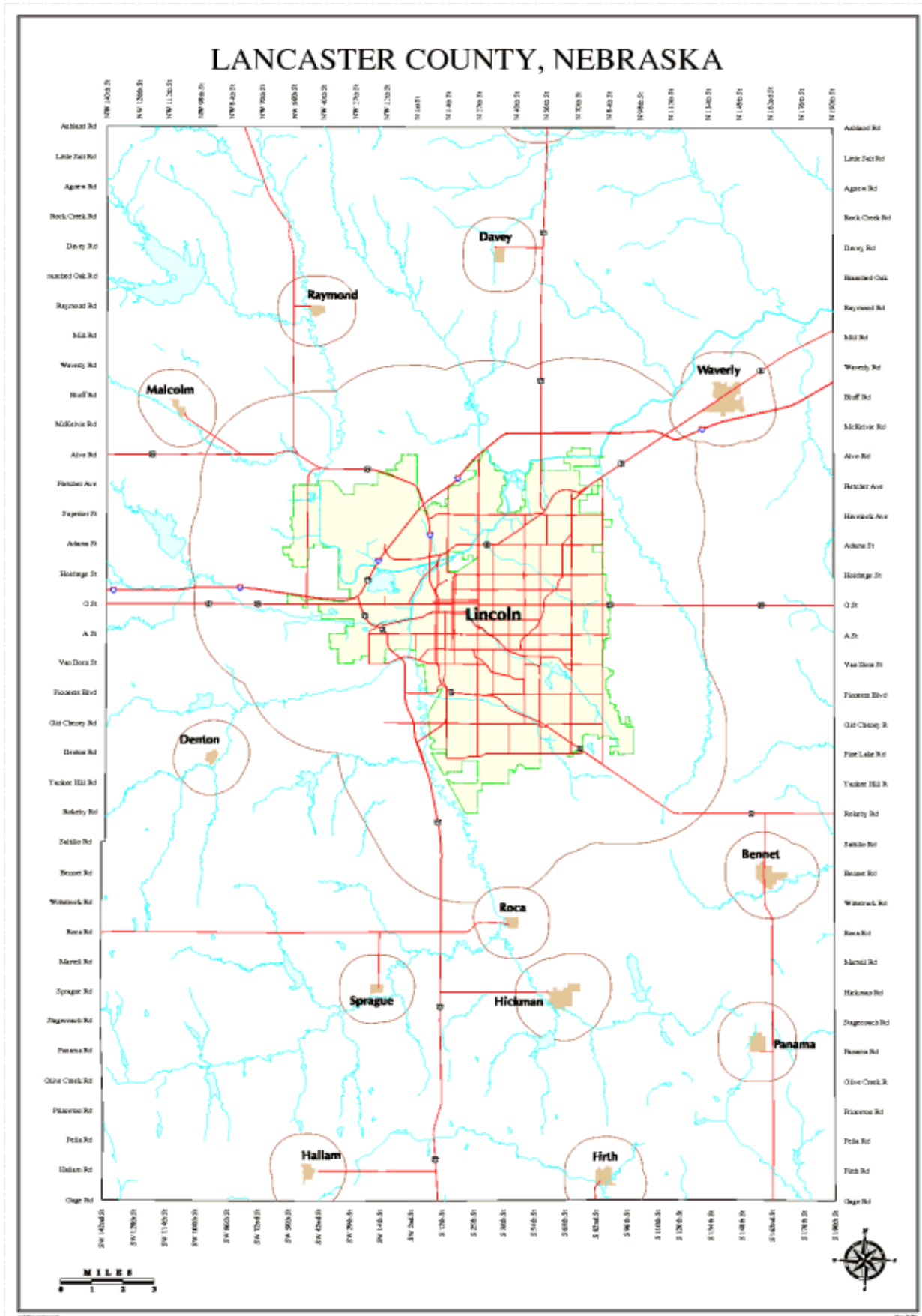
A comprehensive Railroad Planning Review is needed to provide staff and decision makers with a complete view of the railroad system within Lincoln and Lancaster County to provide the planning tools to address existing and growing issues the community is facing. This study is to investigate the mainline routes and short line routes for the freight and passenger railways serving and crossing Lincoln and Lancaster County. This study will provide an analysis and action plan to enhance services and provide for improved pedestrian and vehicle safety. Recommendations will provide a program to improve the rail/highway and rail/pedestrian grade crossings and the security of railroad rights-of-way.

✓ **Highway 2 Corridor Study**

This is a Planning and Engineering review of the Highway 2 Corridor from 9th/10th & Van Dorn Streets to 98th Street to include detailed evaluations of the transportation system addressing safety, operational and capacity issues and to assess the intersections for operational and design deficiencies. Rail, pedestrian and bicycle issues and facility connections within the corridor will be addressed as part of the study. An ongoing, phased study for system improvements within this corridor evaluating system upgrades is identified in the Transportation Plan .

✓ **Travel Model Improvement Program**

The Travel Model Improvement Program is a multi-year project to improve and enhance the current travel modeling tools and travel demand modeling procedures that reliably projects vehicle travel while reflecting alternate modes of travel, alternate policy actions and operational conditions. Base system data was collected, evaluated, compiled and evaluated for input into the travel modeling system. The integrated land use/transportation model was developed with a multi-modal modeling framework for future land uses and travel conditions. The continued development of this model is being done in stages which may require several planning periods. Initially, the highway element of the model will be converted into the new TransCAD model format. Once the highway component is working, the mode split and transit component will be developed. The specific GIS and data analysis tools will be developed.



ADMINISTRATION

PROGRAM ADMINISTRATION

Objective:

Management and administration of the transportation planning, programming, and implementation tasks to ensure the compliance with administrative, financial, and legal requirements for maintaining continuing, coordinated, and cooperative transportation planning for the Lincoln MPO.

Previous Work:

Program administration and management is a continuing work activity that includes the following key activities.

- Provided staff support to Lincoln MPO Officials Committee, Technical Advisory Committee, and special committee meetings or public outreach activities and developed notices, agendas, and minutes as needed.
- Reviewed and certified the transportation planning process.
- Reviewed federal/state policies and guidance regarding metropolitan transportation planning and incorporated changes as necessary.
- Monitored federal/state transportation funding initiatives and activities.
- Attended meetings and seminars as appropriate.
- Prepared the FY 2006 Unified Planning Work Program and submitted quarterly invoices.
- Maintained records and provided reports to funding agencies on the status of transportation planning activities.
- Maintained maps of street and highway functional classification and urban area boundaries.
- Prepared necessary reports and managed review sessions in the successful completion for Federal Certification of the Lincoln MPO and Transportation Management Area (2005).
- Began the process of reviewing and updating the MPO operating procedures and public participation plan.
- Began the process of reviewing and updating as needed the interlocal agreements and memorandum of understanding in light of obtaining TMA status.
- Initiated a process to involve the freight community in the transportation planning process.

Methodology:

The Lincoln MPO staff will manage the implementation of tasks in this work program. Other administrative activities will include:

- Preparation and review of transportation planning reports, contracts, quarterly progress reports and invoices for PL Funds, prepare meeting agenda's, and record meeting minutes.
- Provide staff support to Lincoln MPO Officials Committee, Technical Advisory Committee, and special committee meetings or public outreach activities and develop notices, agendas, and minutes as needed.
- Implement and administer annual Planning Emphasis Area's (PEA's) established by the Federal Highway Administration.
- Prepare and maintain the FY 2007 Unified Planning Work Program.

- The Lincoln MPO staff will work jointly with the City of Lincoln, Lancaster County and the State of Nebraska to prepare contractual agreements as required, attend all study meetings, distribute special and annual reports and study documents, review and analyze individual transportation planning projects and studies, and undertake general administrative activities.
- Complete the process of reviewing and updating as needed the interlocal agreements and memorandum of understanding in light of obtaining TMA status.
- Continue to involve the freight community in the transportation planning process.
- Comply with federal and state MPO certification requirements.
- Review and update as needed the agency's "Incident Management Plan" to ensure continuity of operations.
- Review federal/state policies and guidance regarding metropolitan transportation planning and incorporate changes as necessary.
- Review and certify the transportation planning process.
- Update and maintain maps of street and highway functional classification within Lancaster County and the urban area boundary.

As a follow-up on FHWA/FTA recommendations in the Federal Certification findings and in light of obtaining TMA status, the following planning items are to be addressed.

1. We recommend an evaluation of the effectiveness of the outreach efforts.
2. We recommend the MPO perform an evaluation of the effectiveness of its Environmental Justice (EJ) efforts. As part of this evaluation, we suggest that the MPO survey low-income and minority communities in the Lincoln metropolitan area for these communities' evaluation of the MPO's EJ efforts.
3. We recommend that all partners in the Lincoln area consider ITS technology as an integral part of every project rather than consideration of such technology being given at or near the end of project design in order to meet a minimum Federal requirement.
4. After the MPO has rewritten its planning prospectus, we recommend that the MPO, due to its now being a TMA, revisit and (if needed) update the interagency agreements.
5. The MPO needs to proactively institute a method to gain involvement from the freight industry in the transportation planning process.
6. The MPO and StarTran are aware of FTA's Access to Jobs program. In the event this program is determined to be beneficial to the Lincoln metropolitan area, the MPO and StarTran are encouraged to first develop an Access to Jobs plan and subsequently pursue and attain Access to Jobs funding from FTA.

Products:

An ongoing transportation planning program through the execution of the tasks outlined in the work program which ensures the compliance with administrative, financial, and legal requirements for maintaining continuing, coordinated, and cooperative transportation planning for the Lincoln Metropolitan Area.

Funding Source: Combined PL and Local Funding

Functional Agency Responsibility: Local, 100%

PUBLIC PARTICIPATION

PUBLIC PARTICIPATION PROGRAM

MPOs must develop and utilize a "Participation Plan" that provides reasonable opportunities for interested parties to comment on the content of the metropolitan transportation plan and metropolitan TIP. (section 204 of title 23, U.S.C.)

Objective:

The Public Participation Program of Lincoln and Lancaster County is a proactive process seeks to ensure appropriate citizen representation and participation in the comprehensive and transportation planning processes in Lincoln and Lancaster County. This process is to provide comprehensive information, timely public notice, full public access to key decisions, and the early and continuous involvement of the public in the development of transportation plans and programs.

Previous Work:

To ensure ongoing citizen participation on transportation issues, the Lincoln Metropolitan Planning Organization (MPO) has adopted a "Public Participation Plan." This Plan provides a proactive process to provide complete information, timely public notice, full public access to key decisions and the early and continuous involvement of the public in the development of transportation plans and programs. As part of this activity, citizens are appointed to serve on advisory committees that make recommendations to elected and appointed officials, as well as City and County staff. Citizen committees are created based on a specific planning activities or for specific project review functions.

As part of the major review of the Transportation Plan and City of Lincoln and Lancaster County Comprehensive Plan, various elements of the Public Participation Plan were used to ensure broad community involvement. This included such activities as the creation of several citizen committees to oversee the preparation of the new Comprehensive Plan and Transportation Plan, including the overall street network, alternative travel modes, special transportation needs, economic growth and development, and goods movement, community-wide and neighborhood-level workshops, translation of materials into various non-English language groups and the use of translators in public meetings, public comment flyers with pre-paid postage, publishing of transportation planning materials on the City's Internet site, and a community-wide telephone surveys.

Methodology:

Staff will continue to seek broad public participation in all aspects of the planning process according to the "Public Participation Plan". Activities will include continuing to provide support to the Lincoln-Lancaster County Planning Commission Planning Commission, Lincoln City Council, and Lancaster County Board of Commissioners, Pedestrian and Bicycle Advisory Committee (PBAC), and other ad hoc committees, and making presentations to a variety of groups on comprehensive or transportation planning issues or on specific subarea or project plans.

The City and County are also utilizing advancing communication technologies to further the public involvement process. For example, the City-County "InterLinc" Internet site includes email

functionality allowing citizens to electronically submit comments and questions to elected officials and staff regarding transportation issues. The use of special phone numbers and voice mail capability has also been employed on specific projects. The Lincoln MPO will utilize the Lincoln-Lancaster County Planning Commission during the update of the Transportation Plan as the citizen focus group and will take the lead in the public participation element.

Products:

In FY 2007, work tasks involve considerable investment of staff resources in the formulation planning tools and establishing planning processes. Products will include Presentations to committees and other groups, and participation in public hearings.

As a follow-up on FHWA/FTA recommendations in the Federal Certification findings and in light of obtaining TMA status, activities for FY 2007 include an evaluation on the effectiveness of the public outreach methods and an evaluation on the effectiveness of Environmental Justice activities. This may be a survey of low-income and intercity communities for an evaluation of effectiveness of these activities.

Funding Source:

Combined Local and PL Funding.

Functional Agency Responsibility:

Local, and in cooperation with other public agencies.

ENVIRONMENTAL JUSTICE STRATEGIES

Implementing Title VI Requirements

Objective:

Enhance the Lincoln MPO Public Participation Process to reach out to lower income and minority individuals, organizations, and neighborhoods throughout the City of Lincoln and Lancaster County planning area. This is to ensure that Title VI of the Civil Rights Act of 1964 is implemented and that all residents in the City of Lincoln and Lancaster County are represented fairly and not discriminated against in the transportation planning process.

Description:

Environmental Justice is the fair treatment of people of all races, cultures and income with respect to the development, implementation and enforcement of environmental laws, regulations, programs, and policies. Fair treatment means that no racial, ethnic or socio-economic group should bear a disproportionate share of the negative environmental consequences resulting from the operation of industrial, municipal, and commercial initiatives and in the execution of federal, state and local, and tribal programs and policies.

Title VI of the Civil Rights Act of 1964 and the recent Presidential Executive Order 12898 on Environmental Justice state that no person or group shall be excluded from participation in or denied the benefits of any program or activity utilizing federal funds. Each federal agency is required to identify any disproportionately high and adverse health or environmental effects of its programs on minority populations or low-income populations. This activity will implement these federal requirements in the Lincoln MPO planning region by assessing the metropolitan transportation planning and capital investment processes to identify the regional benefits and burdens for different socio-economic groups. The Lincoln MPO will revise its Public Participation Policy, as needed, to ensure full representation and public involvement of low-income and minority populations in the transportation planning and decision-making process.

As part of the on-going transportation planning process, numerous actions were and are being taken to ensure compliance with Environmental Justice standards. These have included such activities as: (1) special community workshops targeted specifically to groups encompassed by these regulations; (2) the use of language translators at these and other community workshop events; (3) the creation and distribution of translated materials announcing events and selected planning documents; (4) availability of call-in comment phone lines utilizing various non-English language introductions; (5) representatives of these constituent groups on committees and task forces; and (6) a specialized community-wide survey targeted to these groups (described in further detail below).

Information is used throughout the planning process of the Transportation Plan. A "Technical Documentation Report" is also developed as part of the analysis element of the Transportation Plan updating process. This Report included a review of the community survey results and a graphical analysis of the relationships between existing and proposed transportation facilities and services and the pertinent constituent groups.

Methodology:

- Work with citizen planning advisory committees, the MPO Technical Committee, the Officials Committee, and other groups to define the order of magnitude and the issues of environmental justice as related to transportation planning.
- Develop a demographic profile of the region utilizing GIS analysis to identify the locations of different socio-economic groups, including lower income and minority populations.
- Examine regional and local data on car ownership, transit service, highway and street networks and journey-to-work patterns.
- Identify the current and proposed goals, policies and strategies of the Transportation Planning process that seek to achieve social equity and environmental justice.
- Assess the benefits and distributions of impacts of the different transportation system investments for the different socio-economic groups relative to the defined mobility needs.
- Document the public involvement processes used by Lincoln MPO to seek and collect public input for the transportation decision-making process. Describe and document how issues and concerns raised by the public have been considered in the planning process.
- Revise the Lincoln MPO Public Participation Plan, as needed, and establish a strategy to provide for ongoing assessment of the benefits and burdens of transportation system improvements for the continuing efforts to make use of public involvement activities to encourage the meaningful participation of all segments of the region's population.
- Establish a mechanism to ensure the ongoing assessment of the TIP and the *Transportation Plan* for consistency with the goals of social equity and environmental justice.

Products:

1. A demographic profile of the region's population
2. An assessment of the region's transportation investments relative to the needs of its low-income and minority population.
3. A plan and implementation strategy to provide improved public input opportunities to the transportation planning process.
4. A mechanism for the ongoing review of the TIP and the Transportation Plan.

As a follow-up on FHWA/FTA recommendations in the Federal Certification findings and in light of obtaining TMA status, activities for FY 2007 include an evaluation on the effectiveness of the public outreach methods and an evaluation on the effectiveness of Environmental Justice activities. This may be a survey of low-income and intercity communities for an evaluation of effectiveness of these activities.

Funding Source:

Combination of Local and Federal PL Funds

Functional Agency Responsibility:

Local, 100%

VISUALIZATION TECHNIQUES IN PLANS AND TIP DEVELOPMENT

As part of transportation plan and TIP development, MPOs shall employ visualization techniques (amended 23 U.S.C. 134(i)(5)(C)(ii)) and 49 U.S.C. 5303(i)(5)(C)(ii)).

Objective:

There is a new SAFETEA-LU provision that requires states and MPOs to use visualization techniques in the process of developing their long-range transportation plans and transportation improvement programs (TIP). This requirement appears in the statute in relation to public participation with the emphasis in the legislation on strengthening public participation by making the transportation plan and TIP information more accessible and easier to understand.

Previous Work:

The City of Lincoln and Lancaster County are currently making use of new technologies in visual imagery to display the City-County Comprehensive Plan, the Long-Range Transportation Plan, the CIP and TIP, and for other specific projects. Visual techniques are used on the City-County "InterLinc" Internet site to communicate a variety of levels of information including public policy issues, planning activity, and engineering projects and studies as well as project level construction projects. This internet site also includes email functionality allowing citizens to electronically submit comments and questions to elected officials and staff regarding transportation issues.

Methodology:

MPO staff will continue to work with City and County departments to improve the use of visual techniques and continue to enhance its abilities as new technologies become available. The visualization techniques under consideration range from simple illustrations and charts to sophisticated simulation tools.

Products:

The new federal SAFETEA-LU statute is not prescriptive in the types of visualization that should be used and the City, County and MPO are currently looking into a range of techniques that may be the most effective in helping people understand various kinds of events, both real and abstract encountered within the transportation planning process.

Staff will continue developing the "Visualization Toolbox" used to make transportation planning and engineering activity more understandable to the public.

Funding Source: Combined Local and PL Funding

Functional Agency Responsibility: Local, 100%

TRANSPORTATION IMPROVEMENT PROGRAMMING

TRANSPORTATION IMPROVEMENT PROGRAM (AND CIP COORDINATION)

Objective:

To ensure that capital projects for public services are matched with available revenues and that such services are provided in an economical and effective manner and in coordination with the pattern of development planned in the Comprehensive Plan. Also, to coordinate local capital improvement programs with the Lincoln Metropolitan Planning Organization (MPO) Transportation Improvement Program at the local (TIP) and State (STIP) levels.

Previous Work:

In accordance with the City process, the formulation of the City's Capital Improvement Program (CIP) is coordinated through the City-County Planning Department. Concurrently, MPO staff in the Lincoln Public Works Department develops the Transportation Improvement Program (TIP). This is coordinated to ensure that the projects contained in the CIP and TIP are reviewed and evaluated in relation to the Comprehensive Plan and the City's financial capabilities.

The transportation element of the draft CIP along with the other agency programs are integrated into the TIP. The draft TIP is reviewed and commented on by the MPO Technical Committee and is sent to the City-County Planning Commission. The Planning Commission subsequently reviews draft CIP and TIP documents to determine Comprehensive Plan conformity and holds a public hearing. The Commission findings regarding the draft CIP are forwarded to the Lincoln City Council for their public hearing. The TIP is transmitted to the MPO Officials Committee for review and action to ensure the coordination of area-wide transportation projects and policies.

The County's Road and Bridge Construction Program is also reviewed and evaluated for conformance with the Transportation Element of the Comprehensive Plan by the City-County Planning Commission. The County Program is then sent to the Lancaster County Board of Commissioners for review and action. The Lancaster County Six-Year CIP is prepared by the County Engineer in conjunction with the County Budget Office.

After the Mayor, as Executive Officer of the MPO, approves the TIP, it is transmitted to the NDOR for review and inclusion into the State-TIP (STIP) prior to State-wide public hearings.

Methodology:

MPO staff continues to work with City, County and State departments to improve the programming of capital projects in the Lincoln-Lancaster County area. One area of work is the continued development of the internet visualization techniques used to make transportation planning and programming activities more understandable to the public. This task may involve unifying the CIP and TIP documents into a common format, as well as the consolidation of the processes used in the development and review of the two documents.

Staff will continue to evaluate each proposed city and county capital improvement project for its conformity with the adopted Comprehensive Plan and Transportation Plan. The coordination of City projects is conducted under the direction of the Mayor's Capital Improvements Advisory Committee. The draft TIP document and transportation-related amendments are reviewed and acted upon by the MPO Technical Committee prior to being submitted to the Planning Commission.

The CIP and TIP review process is scheduled to coincide with the Annual Review of the Comprehensive Plan and transportation Plan. This process allows for direct public review and discussion of the relationship between the Comprehensive Plan which includes the Transportation Plan and programmed transportation improvements. During the fiscal year, if any transportation-related amendments are offered, those projects will follow the same general process used in the initial adoption of the original program.

New Federal Transportation Legislation. All TIP's and plans adopted after **July 1, 2007**, must comply with SAFETEA-LU planning provisions. An important aspect in the Lincoln MPO transportation planning process is the implementation of the SAFETEA-LU planning provisions. The plans and TIPs are being prepared under the new update cycle and therefore they must also comply with the expanded scope, consultation, mitigation, and participation requirements set forth in SAFETEA-LU. As a cautionary note, the LRTP must meet all SAFETEA-LU requirements in Section 6001 of the SAFETEA-LU by July 1, 2007 or the new TIP will not be included in the STIP.

TIP/STIP Cycles and Scope: STIPs and metropolitan TIPs must be updated at least every 4 years and must contain at least 4 years of projects and strategies.

Publication of Plans and TIP/STIP: MPOs shall publish or otherwise make available for public review transportation plans and TIPs "including (to the maximum extent practicable) in electronically accessible formats and means, such as the World Wide Web"

Products:

Creation of graphic files and related data bases containing pertinent capital facilities improvement information; publish all necessary editions of the Six-Year Capital Improvement Program and related TIP items for the City of Lincoln and other entities; participate in the development of the County Capital Improvement Program; review the City and County Capital Improvement Programs and the County Road and Bridge Construction Program for conformance with the Comprehensive Plan; and other activities related to the unification, production and distribution of the CIP and TIP documents and related information.

Staff will continue to developing a "Visualization Toolbox" and apply these techniques to meet the federal requirements used to make transportation planning and engineering activity more understandable to the public.

Funding Source: Combined Local and PL Funding

Functional Agency Responsibility: Local, 100%

DATA DEVELOPMENT

GEOGRAPHIC INFORMATION SYSTEM (GIS)

Objective:

The objective of this element is creation of an enterprise wide digital geographic information system (GIS) supporting the MPO transportation planning process, as well as the transportation related aspects of comprehensive planning and short range land use management.

Previous Work:

The City-County Planning Department, County Assessor, County Engineer, and City Public Works and Utilities Department entered into a joint agreement to create an automated base map system for the whole of Lancaster County (including the City of Lincoln). The base maps included under this agreement display legal lots and cadastral (i.e. ownership) parcels. The map system encompasses an area of nearly 840 square miles. The maps are intended to serve as the logical base for development of a geographic information system (GIS) for the entire County.

Transportation graphics file has been created as part of the GIS center line street map for the entire City and County. The file was constructed principally from the digital land base with street center lines extracted from each section base and placed on a single cover. Using existing DIME and TIGER files, and other sources, address ranges were also integrated into the file for geo-referencing through built-in address matching capabilities.

Methodology:

The further development, refinement, and maintenance of these graphic files and associated data bases will continue into the future. Further data base development is anticipated to include files containing information on land use and zoning, housing, transportation facilities and system performance, environment, utilities, capital improvement program activities, and others.

The GIS-transportation information integration will include facilities-based data sets and information such as street functional class, pavement conditions, signage, striping, and other operational features to be incorporated into the overall GIS operation. Other transportation modes -- such as public transit and trails -- are or will become part of the total GIS-transportation data base.

Products:

This element will result in a comprehensive, automated geographic information system with significant data analysis capabilities supporting a wide range of planning activities. Numerous data bases will be integrated together in ways previously not available to the local planning process.

Funding Source: Federal 60%, Local 40%

Functional Agency Responsibility: Planning Department, 100%

GEOCODING PROGRAM

Objective:

Establish a digital base file that can support the geo-referencing of address data. This address matching capability is fundamental to the successful integration of many data bases into the overall GIS operation.

Previous Work:

In cooperation with the Lincoln Public Schools (LPS), the City-County Planning Department has completed the development of an address matching base file covering the City and County. Using a automated conflation process, block face address ranges from DIME and TIGER files were merged with a single line street file created off of the GIS land base digital map base. This address data was supplemented with other administrative address information available from the Building and Safety and Public Works Departments. This file currently resides on the GIS server so that it is available for use by all departments on the network.

Methodology:

Future activities will focus on the on-going maintenance of the street center line file as it currently exists. This will include the addition of newly created streets and public ways, as well as the maintenance of the addressing attributes. All pertinent transportation-related geographic data -- such as census tract and traffic zone numbers -- are on present file and will be kept current by local staff.

Product:

The present product resulting from this task is a digital street centerline file containing address ranges by block face, along with applicable geographic codes (e.g., traffic zone, census tract.). Two further enhancements are also being contemplated at this time. One of these is the possible addition of "intersection geography" in the form of node numbering or street descriptions. As transportation system data is often collected using an intersection format, an automated referencing system for intersections would be a logical extension of the existing streets file. A second enhancement being researched is the creation of a second generation address base that ties directly into the cadastral land base. This would extend the functionality of the addressing to a more specific location than that currently represented by the block face.

In a related activity, the City and County are undertaking a major project to develop a county-wide inventory of street addresses through the use of field survey crews and GPS monitoring equipment. This effort will greatly assist the emergency services's addressing concerns by providing a comprehensive digital address base to locate specific dwellings in the rural areas.

Funding Source: Federal 60%, Local 40%

Functional Agency Responsible: Local, 100%

SYSTEM PLANNING

TRANSPORTATION SYSTEMS PLANNING

Objective:

The purpose of transportation systems planning is to carry on effective transportation system planning and to coordinate transportation planning and programming activities within the planning area. System planning is an evaluation of the need for transportation facilities and services based on travel demand. System planning may be accomplished on an areawide basis, within a single jurisdiction, within a specific transportation corridor or in any other geographic unit. System planning includes an evaluation of how the urban area develops and how human travel characteristics change the demand for transportation. This process allows planning techniques to be used to evaluate transportation alternatives and system improvements.

Previous Work:

The systems planning activity is currently overseen by the Public Works Department: Engineering Services Division. Ongoing activities include providing decision-makers direction on key transportation policies, issues and procedures, and providing technical assistance for public and private projects for urban, rural, and state transportation planning and engineering activities. Other ongoing work activities include developing and maintaining programs in traffic computer modeling, access management, site impact review, congestion management, intersection improvements, interchange justification, level of service and system performance measures. This activity also includes developing and maintaining the Long-Range Transportation Plan and providing information, review and support in the programming street and highway improvement projects.

Methodology:

Systems Planning Activity. The Public Works Department: Engineering Services Division is responsible for the development of the Long-Range Transportation Plan and the Transportation Improvement Program (TIP). The Long-Range Transportation Plan contains projects that are planned to be built by the year 2025. The TIP contains all major state, county, and municipal transportation projects within the metropolitan area which are funded for the next 6 fiscal years. Planning activity maintains data bases for the TIP and Transportation Plan in addition to other related activities which provide support for the development of the TIP and Transportation Plan. These activities include maintaining level-of-service information and functional classification for the Lincoln and Lancaster County's roadway network.

Long Range Transportation Plan. The Transportation Plan is a listing of the financially feasible transportation improvement projects needed to meet the future travel demand of people and goods in the Lincoln urban area and Lancaster County. These improvement projects include pedestrian, bicycle, transit, and roadway facilities. This Plan covers at least a 20-year period and is used by officials and decision makers to guide the expenditure of transportation dollars. The Transportation Plan has a multimodal focus that includes proposed improvements for pedestrians, bicyclists, and transit users along with roadway improvements.

Although the Transportation Plan covers at least a 20-year period, it is updated every five years and is the transportation element in the Lincoln-Lancaster County Comprehensive Plan. The five year update interval is required by federal regulations for urban areas is designated as attainment areas for national ambient air quality standards (NAAQS). The Transportation Plan is also reviewed once a year as a regular part of the transportation planning process to determine if minor amendments may be update needed. The current Transportation Plan was adopted by the Metropolitan Planning Organization (MPO) in June of 2002 with the horizon year of 2025. This Plan is currently going through a process of review and updating.

Highway Functional Classifications. Functional classification is the grouping of streets and highways into classes or systems according to the character of service they are intended to provide in relation to the total public road system. The objective is to identify the most significant trip purpose for which the road is used such as moving traffic, providing land use access, or national defense. The functional classification process is a practical technique for determining the travel corridors that should best serve through and local traffic in an urban area. The process determines the importance of all urban streets and highways in relation to one another and to urban development. The functional classification of the streets and highways will be reviewed and updated as a response to the updating of Transportation Plan.

Roadway Traffic Count Data. The City of Lincoln Public Works Department: Engineering Services Division maintains an urban traffic count program, to provide base data for travel needs assessment, roadway level of service analysis, various transportation-related data bases updates, air quality planning, and other transportation systems planning tasks. Two types of traffic count data are available: The *Estimated Average Daily Traffic* count data and the turning movement count data for signalized intersections. The Average Daily Traffic count data and map are prepared each year and posted on the Public Works web page to provide the public with information about traffic volumes on major roadways in Lincoln and Lancaster County.

Short Range Planning and Engineering. The short range planning and engineering activities include corridor studies, congestion mitigation, and the bicycle and pedestrian facilities network, as well as coordinating the implementation and programming of transportation planning and engineering studies and projects. Transportation management systems planning includes the *Congestion Management Program* and *Corridor Studies* which provides support for Long Range Transportation Planning and Traffic Operations and Management activities.

Products:

System data and records are maintained on all transportation planning activities needed for the comprehensive, coordinated, and continuing (3C) transportation planning process. This is to insure a consistent and proactive planning process that provides consistent up-to-date information for the development and review of transportation plans and transportation improvement programs.

Funding Source: Combined PL (80%) and Local Funding (20%)

Functional Agency Responsible: Local, 100%

CONGESTION MANAGEMENT PROCESS

SAFETEA-LU requires there be “a process that provides for effective management and operation” to address congestion within a metropolitan planning area serving a Transportation Management Area (TMA).

Within a metropolitan planning area serving a Transportation Management Areas (TMAs), there must be “a process that provides for effective management and operation” to address congestion management (amended 23 U.S.C. 134(k)(3) and 49 U.S.C. 5303(k)(3)). This provision is similar to the ISTEA/TEA-21 requirement for a Congestion Management System (CMS) to be developed and implemented in TMAs. Each TMA (with input from the FHWA Division Offices and FTA Regional Offices) is to assess the extent that the TMA’s existing CMS meets the new statutory requirements for a congestion management process under amended 23 U.S.C. 134(k)(3) and 49 U.S.C. 5303(k)(3) and define a plan and schedule to implement this process.

Objective:

Federal transportation legislation and regulations require Metropolitan Planning Organizations to develop and implement Congestion Management Systems (CMS) as part of the metropolitan transportation planning process (23 CFR 500). The CMS is intended to be a systematic way of monitoring, measuring and diagnosing the causes of current and future congestion on a region’s multi-modal transportation systems; evaluating and recommending alternative strategies to manage or mitigate current and future regional congestion; and monitoring and evaluating the performance of strategies implemented to manage or mitigate congestion. [23 CFR 450.320 (c), also 23 USC 134 (i)(3)]

The objective of the Congestion Management Process (CMP) (new wording in SAFETEA-LU) is to serve as a practical tool for the transportation planning staff and decision-makers to identify and implement strategies that enhance the mobility of people and goods in the Lincoln metropolitan area. The CMP will focus on coordinated corridor-level and regional solutions that mitigate existing congestion problems, avoid future congestion problems, and create initiatives that yield improved transportation system performance in the current and the future system.

Previous Work:

The City of Lincoln studied the transportation system performance by measuring and comparing the off-peak with peak hour travel times. This was undertaken with the direction given through the Lincoln Congestion Management Task Force planning activity (1994-1996). The initial series of corridor analysis studies was completed during 1999 and 2000 and was followed by a second set of travel time studies in 2002 and 2003. In this activity, the most sensitive travel corridors within the urban environment were studied in order to evaluate system performance and to identify levels of congestion. Travel time studies collected the travel time data in probe vehicles. The result was system improvements and traffic signal timing changes improving traffic flow within the study corridors. The results are documented in the “Traffic Studies and Evaluations for Lincoln's Arterial Streets: 2002-2003 Report” (February 2004).

Methodology:

The Lincoln Public Works Department: Engineering Services Division is to develop a program that builds on existing management activities and will meet the unique needs of the Lincoln metropolitan area. The CMP will create ongoing methods to provide information on the performance of the transportation system and on alternative strategies to alleviate congestion and enhance mobility. The program is to emphasize effective management of existing facilities through use of travel demand and operational management strategies. The CMP is to include the following elements.

- Congestion Management System Network;
- Performance measures;
- A program for continuous data collection and system monitoring;
- Identification and evaluation, as part of the planning process, of possible congestion management strategies; and
- Evaluation of the effectiveness of implemented strategies.

Information gathered in management systems is to be integrated into the transportation planning process. Potential strategies are to be identified that will manage system deficiencies or to enhance system performance are to be analyzed in the development of the Transportation Plan and TIP.

Products:

System data and records are maintained on all transportation planning activities needed for the comprehensive, coordinated, and continuing (3C) transportation planning process. The Lincoln CMP is one component of the metropolitan transportation planning process and is to be integrated with the Long-Range Transportation Plan, Transportation Improvement Program (TIP) and Corridor Studies through its data and analysis functions as well as through the management tools developed for this activity. The Lincoln Congestion Management Program is expected to do the following.

- Provide transportation system performance measures and targets which help guide the Lincoln-Lancaster transportation planning, policy-making, and investment decisions.
- Facilitate the development and testing of alternative scenarios for improving transportation system performance today and in the future.
- Provide a practical guide for selecting projects and establishing policies which alone or in combination have the greatest impact on regional mobility and implementation of the Long Range Transportation Plan.
- Provide timely, accessible, and easy-to-use information to decision-makers and the general public regarding mobility issues.
- Provide data and analytical capability to support and advance Lincoln's efforts to maintain air quality standards.

Funding Source: Combined PL (80%) and Local Funding (20%)

Functional Agency Responsible: Local, 100%

INTELLIGENT TRANSPORTATION SYSTEMS (ITS) AND MANAGEMENT & OPERATIONS

Objective:

The stated mission of the Lincoln MPO is “to advance the development and application of ITS across the region, which will increase highway safety, mobility, security, economic health and community development, while preserving the environment.”

Building from previous efforts, to assure project conformance with the Regional ITS Architecture, to refresh/update the Architecture, to provide ITS/Management and Operations technical perspective to the regional planning process, and to continue to facilitate cooperative planning and programming for ITS deployment.

Previous Work:

The City of Lincoln since the early 1970's has stayed at the cutting edge of Transportation Technology, by deploying the Computerized Traffic Control System and its associated communication infrastructure. The City continues to increase our use and implementation of ITS in the metropolitan area in the area of video detection cameras and pan/tilt/zoom cameras, traffic monitoring, pavement and weather stations, dynamic message signs, emergency vehicle and railroad preemption devices, fiber optic, and broadband radio communications. The City has installed dynamic message signs in the form of mobile signs and permanent sign locations. The traffic signal system is continually updated to more efficiently move traffic on the existing street system

The *ITS Regional Architecture Plan* outlines the Stakeholder Involvement and an Outreach Plan. The final report was submitted to the FHWA for concurrence and accepted in August of 2005. The ITS Regional Architecture Plan is an key element of the MPO Transportation Planning process and implements the ITS strategies of the long range Transportation Plan.

A critical component of this Architecture was the stakeholder and community outreach program. This program was successful in involving over 300 individuals representing various public agencies in the region. As a result of this effort, we now have the ability and support to pursue funding and implementation of approximately 39 ITS projects. These projects are expected to enhance the safety, security, operations and economic well being of our residents and communities. The regional Architecture successfully integrates the Urban and Rural needs of this region of Southeast Nebraska. It is anticipated that this out reach effort and Architecture maintenance along with project funding and implementation will continue and be expanded to include the private sector. These activities are anticipated to occur throughout the planning period.

Methodology:

The Lincoln MPO continues to advance the development and application of ITS across the region, which is expected to continue to increase highway safety, mobility, security, economic health and community development, while preserving the environment. Technical advances continue to increase in the area of video detection cameras and pan/tilt/zoom cameras, traffic monitoring, pavement and

weather stations, dynamic message signs, emergency vehicle and railroad preemption devices, fiber optic, and broadband radio communications.

This activity will continue to pursue the overall objective of developing a single joint ITS Architecture is to ensure that ITS investment in Southeast Nebraska area has established common communication protocols; to avoid duplication of non-collaborative investments in infrastructure, hardware and software; to provide the ability to share data sources between agencies; and to bring the region into compliance with the nationally established ITS standards and architecture.

Products:

This is expected to result in the development and implementation of Intelligent Transportation Systems (ITS) that will address real-time information gathering, analysis and dissemination. This will be an integrated application of advanced information, electronic, communications and other technologies to address surface transportation problems and opportunities. ITS application will provide advanced technologies as a means of upgrading the mobility management process for system performance and information.

- Continue working with the ITS Regional Technical Work Group to provide stakeholder participation and input.
- Pursue implementation of the near-term ITS strategy (pool programming, administration and coordination support)
- Conduct Regional ITS Architecture compliance assessments (as required) in FY 2007
- Initiate process to refresh/update the Regional ITS Strategic Plan and Architecture.

As a follow-up on FHWA/FTA recommendations, activities for FY 2007 include encouraging ITS projects to be considered as part of all projects.

Funding Source:

Combined Federal, State, and Local Funding

Functional Agency Responsible:

City of Lincoln, Lancaster County, Nebraska Department of Roads, local governments

TRANSIT DEVELOPMENT PLAN STUDY

Objective:

Prepare a “Transit Development Plan” that includes a comprehensive operations analysis (COA) for StarTran, the public transit agency for the City of Lincoln and a division of the Lincoln Public Works & Utilities Department. Specific professional services are sought to support the formulation of findings and recommendations that will be used to guide StarTran operations and management into the future.

Previous Work:

The Lincoln region’s Long Range Transportation Plan (LRTP), an element in the *Lincoln City-Lancaster County Comprehensive Plan*, calls for a study of long-term service and funding strategies for StarTran. In addition, the Lincoln-Lancaster County Planning Department completed a planning study in 2004 that resulted in the “Multi-Modal Transportation Study Final Report,” a document that calls for updated and comprehensive study of the community’s public transit operations provided by StarTran. Finally, concepts in the Lincoln Downtown Master Plan, which was adopted in 2005, address Downtown transit services and concepts that will be incorporated into the Transit Development Plan.

Methodology:

To accomplish the objective of the study, the Transit Development Plan effort anticipates completion of the following critical phases:

- ◆ **Complete Comprehensive Operations Analysis (COA):** The purpose of the COA is to complete a broad based inventory and assessment of current StarTran service operations. This analysis will serve as the informational foundation for analyzing operational, management, and funding alternatives and for identifying implementation strategies.
- ◆ **Develop Service Standards and Policies:** Service standards and policies will serve as the basis for the evaluation of current services and guide the design of new or improved service.
- ◆ **Develop Transit Service Alternatives:** Deficiencies and needs in current fixed-route transit service will be addressed by identifying opportunities for new or adjusted service using the results of the Comprehensive Operations Analysis and the development of new service standards and policies. This task will rely heavily on the service standards and policies developed and the data and background information studied in the COA. It is expected that this phase of the study will be the focus of the Transit Development Plan both in overall effort and findings.
- ◆ **Develop StarTran Organizational and Funding Options:** Additional research into an examination of alternative organizational structures and funding options for StarTran. This is intended to provide a general explanation of the options available to StarTran and the City. This work activity includes the preparation of a formal analysis intended to assess the viability, benefits, and costs of various organizational structures, and to identify alternative

funding sources for StarTran's operating and capital budgets. This phase is not intended to be the focus of this study, but instead is intended to provide a general explanation of the options available to StarTran and the City.

- ◆ **Public Outreach and Public Meetings:** Upon preparation of an outline of proposed service standards, service alternatives, and management and funding options, noticed public meetings shall be scheduled and conducted. These meetings shall be held for purposes of providing the public an opportunity to hear a summary of key draft findings, the proposed service goals and objectives and a presentation of the proposed service alternatives. The public will be invited to offer comment and observations on the proposed alternatives for consideration by the consultant and City staff in developing the final preferred alternative(s).

Products:

The consultant will be responsible for developing interim reports for each phase of the project as well as submitting a draft and final report that includes the following:

- Background information and data assessment;
- Public outreach and input summary;
- Clearly established and defined service standards and policies;
- Proposed service changes;
- Preferred alternative(s) for management options;
- Preferred alternative(s) for funding options;
- Immediate and short-term action items;
- Mid to long-range implementation strategies.

Funding Sources:

Total project costs are estimated at \$150,000 to be split between Federal PL Funds (\$50,000), State Transit Operating Funds (\$90,000) and Local funding sources (\$10,000). The study time line and funding is to generally be split 50/50 between FY 2006 and FY 2007.

Functional Agency Responsibility:

StarTran Division of Lincoln Public Works & Utilities Department and Lincoln-Lancaster Planning Department.

COMPREHENSIVE PLANNING

COMPREHENSIVE PLAN REVIEW, EVALUATION, AND AMENDMENT

Objective:

To assist the community in developing, coordinating, implementing, monitoring, and evaluating the *Lincoln City-Lancaster County Comprehensive Plan*.

Previous Work:

The current 2025 Long Range Transportation Plan was recommend to the Lincoln City Council and Lancaster County Board on April 3, 2002 by the Lincoln-Lancaster Planning Commission. The Lincoln City Council and Lancaster County Board held joint public hearings and the final Plan was adopted by the City Council, May 28, 2002, and the County Board, May 29, 2002, and the Mayor signed the resolution on May 29, 2002. The Lincoln MPO Officials Committee reviewed and approved the Plan and the MPO endorsed this action on June 13, 2002. It was thereafter transmitted to the State Department of Roads, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) for review and comment.

The transportation planning process included identification of the social, economic, and environmental impacts for alternative sketch transportation plans. These impacts include identification of residential area displacements and a summary of the social, economic, and environmental impacts for the proposed future road network that is documented in the *Technical Documentation Report for the Long Range Transportation Plan*, February 2002.

Methodology:

According to federal requirements for a metropolitan area (23 U.S.C. 134(g)), the scope or life of the Long Range Transportation Plan is to cover a 20-year minimum forecast period at the time of plan adoption and, at a minimum, be updated every five years in order to accurately re-assess existing and projected travel conditions and needed improvements based on current population and socioeconomic data. Accordingly, the five year stipulation on the life of the current Transportation Plan will expire on June 13, 2007.

The Lincoln MPO – in cooperation with the City of Lincoln, Lancaster County, Nebraska Department of Roads, Federal Government agencies, and other local and regional public and private entities – has begun an updated Transportation Plan for the Lincoln planning area. This update process began in May of 2005 with a briefing of the Lincoln-Lancaster County Planning Commission. The study process is expected to be completed with adoption of the new updated Transportation Plan by the end of calendar year 2006. The process will also involve updating the City of Lincoln's and Lancaster County's Comprehensive Plans, including the long range land use and utility plans of jurisdiction.

The Transportation Plan Update process included a series of Public Open House activities held throughout Lincoln and within the rural community to initiate input. Comments and survey data was solicited to obtain community thoughts on transportation issues. This information was reviewed by the Planning Commission to provide direction within the planning process and to ensure broad

community involvement. Newsletters were distributed and of key planning materials were on the posted of on the Lincoln and Lancaster County InterLinc Web site.

Additional Open Houses on alternative transportation networks were held to gain input and provide information on the Plan options for a Public Listening held by the Planning Commission. This study process is to continue throughout the calendar year of 2006 with a draft of the updated Transportation Plan under review. In FY 2007, work tasks involve considerable investment of staff resources in the long range transportation planning processes. Products will include documents, studies, reports, and data files will be maintained or developed and, as needed, will be reviewed and acted upon by MPO Committees.

This study effort has involved technical staff in preparing the information base and analysis tools used to complete the formulation of the Transportation Plan. This includes collecting data on existing land uses and proposed development throughout the planning area and updating the MPO travel model used to project future traffic needs.

Products:

In FY 2007, work tasks involve considerable investment of staff resources in the formulation planning tools and establishing planning processes. Products will include documents, studies, reports, and data files will be maintained or developed and, as needed, will be reviewed and acted upon by MPO Committees. It is the intent of this Transportation Plan to meet all SAFETEA-LU requirements.

New Federal Transportation Legislation. All TIP's and plans adopted after **July 1, 2007**, must comply with SAFETEA-LU planning provisions. An important aspect in the Lincoln MPO transportation planning process is the implementation of the SAFETEA-LU planning provisions. The plans and TIPs are being prepared under the new update cycle and therefore they are also to comply with the expanded scope, consultation, mitigation, and participation requirements set forth in SAFETEA-LU. As a cautionary note, the Plan must meet all SAFETEA-LU requirements in Section 6001 of the SAFETEA-LU by July 1, 2007 or the new TIP will not be included in the STIP.

Publication of Plans. The Lincoln MPO will continue to publish or otherwise make available for public review the transportation plan *"including (to the maximum extent practicable) in electronically accessible formats and means, such as the World Wide Web"*.

Visualization Toolbox. Staff will continue to developing a *"Visualization Toolbox"* and apply these techniques to meet the federal requirements used to make transportation planning and engineering activity more understandable to the public.

Funding Source: Federal 25%, Local 75%

Functional Agency Responsibility: Local, 100%

SUBAREA PLANNING AND IMPLEMENTATION

SUBAREA PLANNING

Objective:

Subarea plans are developed in order to implement the goals and planning concepts identified in the Comprehensive Plan and Transportation Plan. Studies prepared as part of this effort identifies the future land use and transportation relationships and in applies the broader Comprehensive Plan guidelines to specific situations. These are carried out through subareas or within transportation corridors. These activities provide the City and County with the detailed analysis that links existing and projected land uses with the transportation plan. Studies provide the details required for traffic analysis used in evaluating both near-term and long-term improvements.

Previous Work:

Subarea planning involves geographic areas which have a common focus, such as neighborhoods, commercial areas and corridors, redevelopment areas, historic preservation areas, environmentally sensitive areas, and areas which call for some special urban design treatment or protection.

Methodology:

It is anticipated that various subarea planning studies and related activities will be developed. As those plans and activities are undertaken, they are to be completed according to the following criteria:

- ▶ Consistency with the Comprehensive Plan.
- ▶ Openness of the planning process and general notification to all residents (owners, businesses, tenants, etc.) within the neighborhood or subarea.
- ▶ Participation of a representative number of residents (owners, businesses, tenants, etc.) in the planning process.
- ▶ Consistency with budget constraints, other City and County policies and ordinances.

Planning activities on several subarea and corridor studies are expected to begin or continue during FY 2007. Projects under continuing or under consideration include the following:

1. US 6 (Sun Valley Blvd.) Roadway Realignment Study (State).
2. North 84th Street and Cornhusker Highway Connection Study (City) - No time frame.
3. Highway 2 Corridor Study from 9th Street to 98th Street (City) - A phased study of system improvements within the corridor evaluating upgrades identified in the Transportation Plan.
4. A study that encompasses the general area bounded by NW 48th Street and NW 27th Street, West Webster to US Highway 34. The study is to include north/south and east/west roadway needs and alignments, including the West Fletcher corridor and US Highway 34 access.
5. Southwest Lincoln Subarea Study (City).

In addition to the above, subarea plans and implementation programs may be specifically designed so pedestrian, bicycle and other modes of travel can be addressed. The study scope will need to detail

specific needs and means for addressing alternate modes of travel. Transportation planning activities will need to specifically address freight and goods movement, and ITS projects as part of subarea analysis.

Products:

As subarea studies are conducted, documents, reports, maps, presentation materials, and data files will be developed. Completed subarea plans will be presented to the Planning Commission and City Council and County Board of Commission for formal approval as amendments to the Comprehensive Plan.

Funding Source: Combined PL and Local Funding

Functional Agency Responsibility: Local, 100%

LINCOLN MUNICIPAL AIRPORT PLANNING

AIRPORT MASTER PLAN STUDY

Objective:

The Lincoln Airport Authority is to undertake an Airport Master Planning effort with the primary objective of producing a long term development program that will yield a safe, efficient, economical, and environmentally acceptable air transportation facility.

This comprehensive study will provide an analysis of airport needs, a definition of the airport's role within the regional airport system and evaluate alternatives with the purpose of providing direction for the future development of the facility.

Previous Work:

The previous *Lincoln Airport Master Plan* was initiated in July of 1997, sponsored by the Lincoln Airport Authority, funded with assistance of the Federal Aviation Administration (FAA) and completed in April of 2000.

Methodology:

To accomplish the objectives of this study, the Airport Master Planning effort will analyze and supply the following information:

- **Inventory of Existing Conditions** – Assemble and organize relevant information and data for the Lincoln Airport, the City of Lincoln and Lancaster County.
- **Forecasts** – Develop detailed projections of future aviation activity by quantity and type.
- **Facility Requirements** – Estimate the current and future levels of airfield capacity and delay. Identify the facility requirements needed to meet projected demand for existing, short, intermediate and long term time frames.
- **Airport Alternatives** – Evaluate concepts of the various alternatives for airport development as determined by current and future facility requirements.
- **Recommended Master Plan Concept and Airport Layout Plan** – Refine the recommended airport development concepts into the airport final plans for development.
- **Capital Improvement Plan** – Prepare a capital improvement program to assist in the implementation of the recommended development plan. Establish development priorities and schedule proposed development items and estimate development costs.
- **Obstacle Identification Surveys** – Provide obstruction surveys of airport approach and departure surfaces meeting FAA accuracy requirements.

- **Master Plan Geographic Information System** – Provide a G.I.S. based airport mapping system compatible with current City-County mapping efforts.

Products:

The Study provides an *Airport Master Plan* which will consist of the *Airport Master Plan* document and an updated *Airport Layout Plan* showing the planned development described in the planning document.

Funding Source:

Lincoln Airport Authority: \$20,750 (5%)

Federal Aviation Administration: \$394,250 (95%)

Functional Agency Responsible:

Local (100%)

Jon Large (06/01/06)

CONTINUING TRANSPORTATION PLANNING PROCESS

TRANSPORTATION PLANNING WORK PROGRAM

Objective:

The Transportation Plan for Lincoln and Lancaster County is to guide decisions that will support the overall objectives of the *Lincoln City-Lancaster County Comprehensive Plan* by allowing Lincoln and Lancaster County's transportation system to move people and goods around the community in a safe, efficient and convenient way. The current *Transportation Plan* identifies transportation needs to the year 2025 for the City of Lincoln and Lancaster County.

The overall objectives identified in the Transportation Plan include:

- ❖ *Developing a balanced transportation system that meets the mobility needs of the community and supports Lincoln and Lancaster County's land use projections and plan.*
- ❖ *Using the existing transportation system to its best advantage.*
- ❖ *Creating a sustainable transportation network that minimizes energy consumption and environmental pollution.*
- ❖ *Increasing the use of alternate means of transportation, including public transportation, bicycle transit, and pedestrian movement, by improving and expanding facilities and services and encouraging compact, "walkable" land use patterns and project designs.*
- ❖ *Continuing Lincoln's street and trails network into newly developing areas.*
- ❖ *Designing a street and road improvement program that is both physically attractive and sensitive to the environments of urban neighborhoods.*
- ❖ *Maximizing the safe and efficient movement of railroad traffic, while minimizing street conflicts and reducing the creation of barriers created by rail corridors.*
- ❖ *Enhancing aviation facilities while minimizing their effect on surrounding land uses.*

Previous Work and Continuing Work Methodology:

This section describes transportation planning activities which are expected to be completed prior to July 2006 and activities that are expected to be conducted during FY 2007. The general guidelines for these activities is included in the *MPO Prospectus for Continuing Transportation Planning in the Lincoln Metropolitan Area*. Following the text in this section is a table that shows the agency or agencies responsible for each activity and the estimated planning costs.

Annual Review Variables: Inventories and Evaluation:

Many of the activities in the Transportation Planning Process involve compiling data annually. Charts and tables included in the Lincoln-Lancaster County Comprehensive Plan Annual Review Report on Benchmark Indicators and the Annual Transportation Systems Management Report summarize much of the data that is collected; other data are maintained in various files, tables or monitoring summaries. Many of the following activities are routine departmental or agency functions; only the portion of these activities which relate directly to monitoring data needed to evaluate the transportation system are eligible to be claimed from FHWA/PL funding.

Population-related Factors (6110): Data on population and school enrollment are collected annually by the Planning Department and annual population estimates are developed for the City and County. Significant changes in population or school enrollment are periodically evaluated in comparison to the forecasts. These activities will be continued in FY 2007.

Economic Factors (6120): Annual monitoring of economic factors includes the compilation of data on employment by industrial sector and on estimates of labor force. Significant changes in these variables are evaluated in comparison to the forecasts. These activities will be continued in FY 2007.

Land Use Factors (6130): The relationship between transportation and land use is a strong one that affects the planning and management of each system. Critical to the link between the two is the careful monitoring of the changes that occur over time for each system and its impact on the other system.

This task involves the gathering, input and monitoring of the land use component of the equation. The work effort associated with land use factors is closely related to the continuing development of the City-County geographic information system (GIS). The GIS is providing the foundation for the ongoing collection and evaluation of a range of land use-related data bases. Development of the GIS is being done to allow for maximum data flexibility so that it can be used in a variety of planning, programming and management applications.

Transportation Facilities (6140): Data are collected routinely by the Public Works Department on a wide variety of subjects relating to the provision of transportation planning and engineering services. *Annual monitoring of data* as well as short-range monitoring and planning activities are conducted. Data collected is to provide information on the operation of the street and road network and is used in the evaluation and management the street system and transportation planning programs. This information is compiled on a continuing system-wide basis for system and site specific evaluations.

Annual crash statistics on pedestrians, bicycles, and vehicles are compiled and evaluated by the Public Works Department and summarized in an *Annual Crash Report*. Activities associated with crash monitoring include: compiling all traffic crash records; review, classification, and data entry for crash information; filing and retrieval of crash data for various traffic studies; preparation of the *Annual Crash Report*. Projects are selected, prioritized, implemented and evaluated for effectiveness. These activities will continue in FY 2007.

An ongoing *Traffic Optimization Program* which includes volume/capacity and traffic flow analysis is conducted by the Public Works Department to evaluate major corridors and intersections in Lincoln with regard to delay and level of service. This information serves as input to the planning of street projects and traffic engineering related modifications to improve capacity, safety, and traffic flow. Volume/capacity data are updated in combination with the traffic monitoring program. Monitoring of screenline auto occupancy is conducted during the non-construction season, to minimize the effects of roadway construction. *Auto occupancy* monitoring is conducted every two years and work will continue in FY 2007.

Information on parking facilities is updated frequently with parking studies completed as necessary. Data on parking demand and supply are developed as necessary in the analysis of land use proposals. Other data to monitor parking facilities is maintained and updated as needed. These activities will continue in FY 2007.

Transportation System Planning (6150): In FY 2007, transportation systems planning activity will coordinate transportation planning and programming activities within the planning area. Transportation facilities and services will be evaluated based on travel demand and transportation alternatives, system improvements and priorities.

Average Daily Traffic Count Data. The City of Lincoln the Public Works Department: Engineering Services Division will continue the urban traffic count program, to provide base data for travel assessment activity, roadway level of service analysis, and various transportation-related systems planning tasks. The two types of traffic count data maintained include the Estimated Average Daily Traffic count data and turning movement count data for signalized intersections. The Estimated Average Daily Traffic Count Data report and map are prepared each year to provide the public with information about traffic volumes on major roadways in Lincoln and Lancaster County.

Functional Classification System and Urban Area Boundaries. The Functional Classification System and Urban Area Boundaries for Lincoln and Lancaster County will be reviewed after the adoption of the *2030 Transportation Plan* and adjustments will be made to correspond with the updated Urban Area Boundaries and transportation network improvements. MPO will continue to work with the Nebraska Department of Roads and the Federal Highway Administration to revise the Federal Functional Classification maps to reflect needed system changes.

During FY 2007 staff will continue to work to identify system changes in the arterial network, deficiencies in system performance and level of service, updates in the *Urban Area Boundary* and *Functional Classification System*, and further develop the urban collection system. All changes will be coordinated with the Nebraska Department of Roads and FHWA.

Traffic Control Features (6160): Traffic operations and system data management and evaluation for pedestrian, bicycle and traffic control features including pavement marking, traffic signals, traffic signs, intersection channelization, and parking regulations. Data inventories will be updated, expanded and evaluated as needed in FY 2007 as a part of departmental functions.

Travel Modeling Development and Maintenance (6170): The Travel Modeling Improvement Program for systems transportation planning is divided into three major work areas. 1) Work related to the updating and maintaining the Systems Transportation Model, 2) work related to

subarea and focus area modeling analysis, and 3) the application of modeling activity for various project-related transportation and traffic engineering analyses.

Travel Model Update. The Travel Model was updated over the past year to improve the travel modeling tools. This involved developing new travel demand modeling procedures that reliably project vehicle travel while reflecting alternate modes of travel, alternate policy actions and operational conditions. Base system data was collected, evaluated, compiled and evaluated for input into the travel modeling system. The goal is to provide an integrated land use/transportation model with a multi-modal modeling framework for future travel conditions. This will provide projections which support transportation planning efforts and is more sensitive to project-related transportation and traffic engineering analyses.

The objectives are to increase the sensitivity of existing travel projection procedures and their ability to respond to emerging issues including environmental concerns, growth management, transportation system management activities, changes in personal and household activity patterns, and maintain the ability to address traditional transportation issues. This process is intended to maintain a travel projection process that reflects current travel behavior and is able to respond to the increasing information needs placed on the travel projection process. Priority will be given for the integration of the Travel Model data with the City-County's GIS system.

During the FY 2006, the development and validation of the new TransCAD travel modeling system was completed and accepted by the MPO Technical and Officials committees. Transportation system modeling and analysis activities are being applied in the alternatives analysis in updating the *Transportation Plan*. The Travel Modeling Work Program for systems transportation planning will include the costs associated with staff time, project expenses, consultant fees, and computer software maintenance fees.

Regulatory Controls and Programs (6180): The Planning Department maintains records on all activities relating to land development including data on changes of zone, special permits, use permits, plats, and other activities relating to the development of land according to city ordinances. During FY 2007, the reevaluation and updating of various sections the zoning regulations and design standards may be required. Reports will be developed on suggested amendments to the zoning regulations and design standards, including those related to transportation infrastructure.

Social and Community Value Factors (6190): During May of 2005, the Transportation Plan Update process began with a briefing of the Lincoln-Lancaster County Planning Commission. This process included a series of Public Open House activities that were held throughout Lincoln and within the rural community to initiate input. Comments and survey data were solicited to obtain community thoughts on transportation issues. This information was reviewed by the Planning Commission to provide direction within the planning process and to ensure broad community involvement. Newsletters were distributed and of key planning materials were on the posted of on the Lincoln and Lancaster County InterLinc Web site.

Additional Open Houses on alternative transportation networks were held to gain input and provide information on the Plan options for a Public Listening held by the Planning Commission. This study process is to continue throughout the calendar year of 2006 with a draft of the updated Transportation Plan under review. The process will also involve updating the City of Lincoln's

and Lancaster County's Comprehensive Plans, including the land use and utility plans of jurisdiction.

Census Planning Activities (6200): This is to provide local support to the United States Bureau of the Census in the geographic coding of the Census information. The involvement of local agencies both before and after the actual census is intended to improve the quality of Census information that is made available for local transportation planning purposes.

The 2000 Census Transportation Planning Package (CTPP) is a tabulation of transportation-related data tables which includes commuting information for urban planning purposes. This provides demographic information about workers at their place of residence and place of work. This information is to be used within the transportation planning process and by all sectors of the community as a tool for understanding regional commuting patterns. The MPO staff will work with the Public Works and Planning Department to code this data, prepare maps, perform statistical analysis, develop informational reports, and document this information as it become available and as needed for planning studies.

Financial Resources (6210): The FY 2006-2011 Transportation Improvement Program (TIP) was completed and approved in the Summer of 2005 and incorporated into the State-TIP by reference. The MPO programming activity is continuing to coordinate the MPO TIP process with the Lincoln Capital Improvement Program (CIP) process to reduce duplication of efforts.

The FY 2007-2012 TIP is under development and will be reviewed for conformance with the current *Lincoln-Lancaster Transportation Plan*. The TIP will have public review and be adopted by the Metropolitan Planning Organization. This is expected to be incorporated into the State-TIP by reference in the fall of 2006.

Transportation-related Routine Reports

Several transportation planning reports are prepared that document planning activities that have been completed, present monitoring data relating to the transportation planning process, outline expected planning activities, and describe the procedures for conducting the transportation planning process. Activities for FY 2006 and FY 2007 relating to these documents are described below.

Annual Transportation Report (6310): An Annual Transportation Report is to be prepared by the MPO Technical Committee as part of the *Transportation Planning* process. This is to provide the decision makers and the general public with graphic and written information analyzing the performance of the transportation system and identifying priorities for future engineering projects and transportation planning studies. This is a systems analysis based upon the *Transportation Plan* and *Comprehensive Plan* issues and includes the reporting of system monitoring data and information collected specifically for system wide network evaluation. This evaluation is to include evaluation of street system standards, network monitoring activities, level of service evaluation, system planning activities.

Unified Planning Work Program (6330): The FY 2006 Unified Planning Work Program (UPWP) identifies work programs and budgets for the urban transportation planning program (FHWA/State PL funds) and the transit planning program (FTA Section 5303 and 5307 funds). This program also serves to alert other planning organizations of planning activities that may be of interest to

them. This program was completed and acted upon by the end of June, 2005. During the spring/summer of 2006, the FY 2007 UPWP will be prepared with review and final action completed by the end of July.

MPO Prospectus (6340): The Lincoln Metropolitan Planning Organization (MPO) was designated as a Transportation Management Area (TMA) on July 8, 2002 which has identified additional requirements for the MPO. The TMA designation in combination with the new *Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users* or “SAFETEA-LU,” legislation has led to the need to review and update as necessary the Lincoln MPO’s Prospectus (*Operations Plan For Continuing Transportation Planning in the Lincoln Metropolitan Area*). Updating the MPO Prospectus was initiated in FY 2006 and will continue during FY 2007.

The Prospectus is designed to serve as a common reference for all parties interested and involved in the regional transportation planning process in the Lincoln Metropolitan Area and spells out how that process will be implemented by the MPO. This document provides an overview of the transportation planning process and MPO organizational information that includes:

- a description of the MPO and the roles and responsibilities of the involved agencies;
- a detailed explanation of the required elements of transportation planning as required by the Federal rules for Metropolitan Transportation Planning and Programming;
- public involvement procedures that are used in the planning and programming process;
- copies of the “Memoranda of Understanding” which define specific agency obligations in carrying out the planning process.

As a follow-up on FHWA/FTA recommendations and in light of obtaining TMA status, activities will include revisiting the interlocal agreements and memorandum of understanding which established the MPO. In FY 2007, work tasks will include the development of documents, reports, legal review of agreements and action by MPO Committees.

Transportation-related Committees

Committees serve as the primary groups involved in review of and discussion on the transportation planning process. Activities of these groups are described below.

Technical Advisory Committee (6410), Officials Committee (6420), Technical Committee Subcommittees (6430) and Citizen Advisory Committees (6440): Staff time and costs associated with preparing for and attending meetings of the Technical Advisory Committee, Officials Committee, Technical Subcommittee, Lincoln City Council, Lancaster County Board of Commissioners, the Lincoln-Lancaster Planning Commission, Pedestrian and Bicycle Advisory Committee, Neighborhood Round Table and other project specific Citizen Advisory Committees and Task Forces. Included is staff time and the production and mailing cost for materials to committees.

Transportation Special Projects

A number of transportation-related special projects are called for in the Comprehensive Plan and in the *MPO Prospectus Plan For Continuing Transportation Planning*. This section describes activities for FY 2006 and FY 2007 relating to such special transportation projects.

Interim Reports (6510): This includes costs for developing interim reports for on-going transportation system studies and special transportation projects and the cost of printing of reports and maps as needed in FY 2007

Major Transportation Plan Update (6520): The current 2025 Long Range Transportation Plan was approved by the City of Lincoln and Lancaster County and endorsed by the MPO on June 13, 2002. The transportation planning process included identification of the social, economic, and environmental impacts for alternative sketch transportation plans. These impacts include identification of residential area displacements and a summary of the social, economic, and environmental impacts for the proposed future road network that is documented in the *Technical Documentation Report for the Long Range Transportation Plan*, February 2002.

Federal and State approval of the Long Range Transportation Plan is necessary in order to receive funding for transportation projects. The Plan was transmitted to the State Department of Roads for approval and to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) for acceptance.

Transportation Plan Update. The MPO is to periodically update the long range Transportation Plan for its metropolitan area (23 U.S.C. 134 (g)). According to federal requirements, the scope or life of the long range Transportation Plan is that covers a 20-year minimum forecast period at the time of plan adoption. Current SAFETEA-LU regulations require the MPO to update long range transportation plans, at a minimum, every five years in order to accurately re-assess existing and projected travel conditions and needed improvements based on current population and socioeconomic data. The five year life of the Transportation Plan will expire on June 13, 2007.

The Lincoln MPO – in cooperation with the City of Lincoln, Lancaster County, Nebraska Department of Roads, Federal Government agencies, and other local and regional public and private entities – has begun an updated Transportation Plan for the Lincoln planning area. This update process began in May of 2005 with a briefing of the Lincoln-Lancaster County Planning Commission. The study process is expected to be completed with adoption of the new updated Transportation Plan by the end of calendar year 2006. The process will also involve updating the City of Lincoln's and Lancaster County's Comprehensive Plans, including the long range land use and utility plans of jurisdiction.

This study effort has involved technical staff in preparing the information base and analysis tools used to complete the formulation of the Transportation Plan. This includes collecting data on existing land uses and proposed development throughout the planning area and updating the MPO travel model used to project future traffic needs.

The Transportation Plan Update process included a series of Public Open House activities held throughout Lincoln and within the rural community to initiate input. Comments and survey data was solicited to obtain community thoughts on transportation issues. This information was reviewed by the Planning Commission to provide direction within the planning process and to ensure broad community involvement. Newsletters were distributed and of key planning materials were on the posted of on the Lincoln and Lancaster County InterLinc Web site.

Additional Open Houses on alternative transportation networks were held to gain input and provide information on the Plan options for a Public Listening held by the Planning Commission.

This study process is to continue throughout the calendar year of 2006 with a draft of the updated Transportation Plan under review. In FY 2007, work tasks involve considerable investment of staff resources in the long range transportation planning processes. Products will include documents, studies, reports, and data files will be maintained or developed and, as needed, will be reviewed and acted upon by MPO Committees.

Annual Review and Plan Reevaluation (6530): An "Annual Review" of the *Lincoln City-Lancaster County Comprehensive Plan and Transportation Plan* is normally undertaken during the spring each year. This activity includes an assessment on the assumptions in the Plan and the development of a "Benchmark Indicators Report" for the Planning Commission. For FY 2007, no activity is expected due to the updating of the long range Transportation Plan.

Transportation Plan Amendments (6540): In FY 2006, Comprehensive Plan amendments involved analysis of the concepts in updating the *Lincoln City-Lancaster County Comprehensive Plan and Transportation Plan*, and the inclusion of specific projects as part of the plan. For FY 2007, this activity includes costs associated with amendments relating to the *Transportation Plan*.

Procedural Development (6550): The City continues to work on integrating transportation planning elements with the GIS operation. This effort includes working with the Lincoln Public Schools and other local entities to establish an ongoing block face address matching capability for traffic zones. This involves creation of an addressing digital file structure to allow for address matching. This effort also includes a street directory to list the acceptable street naming conventions and standards. Additional work includes expanding the types and scope of address referencing available. For FY 2007, this activity includes staff time relating this planning process.

Transportation Systems Management Process (6560): The SAFETEA-LU legislation requires there be "a process that provides for effective management and operation" to address congestion within a metropolitan planning area serving a Transportation Management Area (TMA). The CMP in the Lincoln metropolitan area is intended to be a systematic way of monitoring, measuring and diagnosing the causes of current and future congestion on a region's multi-modal transportation systems; evaluating and recommending alternative strategies to manage or mitigate current and future regional congestion; and monitoring and evaluating the performance of strategies implemented to manage or mitigate congestion. This will focus on solutions that mitigate existing congestion problems, avoid future congestion problems, and create initiatives that yield improved transportation system performance in the current and in the future system.

The Lincoln Public Works Department: Engineering Services Division is to further develop this program, building on existing management activities and will meet the unique needs of the Lincoln metropolitan area. The CMP will develop ongoing methods to provide information on the performance of the transportation system and on alternative strategies to alleviate congestion and enhance mobility. The program is to emphasize effective management of existing facilities through use of operational and management strategies.

In FY 2007, costs will be associated with the development and management of the CMP which is to include considerable investment of staff resources for data development and analysis and may include consultant fees, the purchase of specialized equipment and software and computer analysis tools.

Intelligent Transportation Systems (ITS). Activity includes the development and implementation of Intelligent Transportation Systems (ITS) that will address real-time information gathering, analysis and dissemination. ITS represents the integrated application of advanced information, communications and other technologies to address surface transportation problems and opportunities. The application of these advanced technologies provides the means to upgrade the mobility management process for system performance and information.

The Lincoln MPO continues to advance the development and application of ITS across the region, which is expected to continue to increase highway safety, mobility, security, economic health and community development, while preserving the environment. Technical advances continue to increase in the area of video detection cameras and pan/tilt/zoom cameras, traffic monitoring, pavement and weather stations, dynamic message signs, emergency vehicle and railroad preemption devices, fiber optic and broadband radio communications.

Regional ITS Architecture Plan. The overall objective of developing a single joint ITS Architecture is to ensure that ITS investment in Southeast Nebraska area has established common communication protocols; to avoid duplication of non-collaborative investments in infrastructure, hardware and software; to provide the ability to share data sources between agencies; and to bring the region into compliance with the nationally established ITS standards and architecture.

The *ITS Regional Architecture Plan* outlines the Stakeholder Involvement and an Outreach Plan. The final report was submitted to the FHWA for concurrence and accepted in August of 2005. The ITS Regional Architecture Plan is an key element of the MPO Transportation Planning process and implements the ITS strategies of the long range Transportation Plan.

Costs associated with the preparation of programs, data collection and monitoring programs, and the implementation of management programs are included within this activity. This may include general planning activities, consultant support, computer programs and hardware costs and various engineering and planning programs. As a follow-up on FHWA/FTA recommendations, activities for FY 2007 include encouraging ITS projects to be considered as part of all projects.

Subarea and Corridor Planning Studies (6570): Subarea studies and plans involve developing guidelines and detailed plans for specific areas refining and detailing the transportation plan in relation to land use plans. Subarea planning involves geographic areas which have a common focus such as neighborhoods and commercial areas, or a common system analysis. Activities in this element relate to subarea studies which focus on analysis of transportation-related issues within the overall context of the Comprehensive Plan. Planning elements include system level analysis of vehicle, transit, bicycle, pedestrian, and freight transportation modes. Analysis is to consider ITS projects when appropriate. Subarea studies as a refinement and detailing of the Comprehensive Plan are intended to assist in the implementation of the plan. During FY 2007 subarea and corridor planning activities may take place within the following areas:

- US 6 (Sun Valley Blvd.) Roadway Realignment Study (State) - beginning the EA Phase
- North 84th Street and Cornhusker Highway Connection Study (City).
- Highway 2 Corridor Study from 9th Street to 98th Street (City) - A phased study of system improvements evaluating system upgrades identified in the Transportation Plan.

- A study that encompasses the general area bounded by NW 48th Street and NW 27th Street, West Webster to US Highway 34. This is to include north/south and east/west roadway alignments, including the West Fletcher corridor and US Highway 34 access.
- Southwest Lincoln Subarea Study (City) - Area-wide study to be included in the LRTP.
- Formulation of an “Integrated Transportation Subarea Plan”, such as for the College View Neighborhood Area.

As subarea studies are conducted, documents, reports, maps, presentation materials, and data files will be developed. Completed subarea plans will be presented to the Planning Commission and City Council and County Board of Commission for formal approval as amendments to the Comprehensive Plan.

Multi-Modal Transportation Planning (6580): The *Transportation Plan* is designed to emphasize a balance in multiple transportation modes that include walking, bicycling, public transit, paratransit and vehicles. This balance is to provide for a choice in travel modes and enables the community to maintain a high level of mobility and accessibility while preserving community character. In FY 2005, a plan identifying alternative approaches to providing personal transportation services. This plan is a guide for potential near-, mid-, and long-range multimodal concepts and projects to implement.

With the completion of the Multimodal Plan came various multimodal accomplishments in FY 2005 including the establishment of a half-time multimodal planner position in the City-County Planning Department, placement of that position on the MPO Technical Committee as a voting member, establishment of a low-income transit rider program through StarTran, and the inception of a Smart Commute program that provides home ownership incentives for those who live near transit routes. The focus for FY 2007 is to continue implementation of near-term multimodal projects along with continued development of mid- and long-term multimodal concepts as identified in the Multimodal Transportation Study Plan. As part of the ongoing update of the long range Transportation Plan and Comprehensive Plan, multimodal concepts and strategies will be further developed and discussed.

Transit Development Plan. In FY 2006, the City of Lincoln Public Works & Utilities Department/StarTran Division, in cooperation with the City of Lincoln-Lancaster County Planning Department, began the formulation of the *Transit Development Plan* that will be a Comprehensive Operations Analysis (COA). The services of a qualified transit planning, research and design firm was contracted to assist in preparing a *Transit Development Plan* for the City of Lincoln. The firm is responsible for providing specific professional services to support the formulation of findings and recommendations that will be used to guide StarTran operations and management into the future. This is a long-term strategy which will address the needs of Lincoln. Transit Planning and community involvement activities will continue throughout FY 2007.

Downtown Lincoln Master Plan (6590): The City of Lincoln – in cooperation with various other public and private entities – developed a new Downtown Lincoln Master Plan during FY 2005. The Master Plan update process focused on land use enhancements and transportation issues that extend over the next twenty or more years. Transportation issues related to traffic, on- and off-street parking, pedestrian movement, transit, bicycle lanes, and shuttle services.

The Downtown Master Plan study effort began in the fall of calendar 2004 with a large-scale community workshop involving over 200 people. The process has since undertaken three additional community workshops with attendance ranging from 250 to 300 persons at each event. Overseeing the Plan's development is a 22-member citizen committee appointed by the Mayor of Lincoln. A three month community outreach program was completed during the first quarter of calendar year 2005. The final public review and formal adoption process for the Master Plan was completed in the fall of calendar year 2005. General planning activities guiding the implementation of this plan are expected to continue throughout FY 2007.

Railroad-related Planning (6610): Railroad planning activities include general staff support for railroad planning with regard to railroad crossings and safety issues, railroad system improvements and consolidation, and railroad abandonments. Planning activities are to reflect coordination with the Railroad Transportation Safety District and direction given in the railroad system element of the *Transportation Plan*. Activities will continue as needed in FY 2007

Railroad Planning and Engineering Review. A comprehensive "Railroad Planning and Engineering Review" was begun in FY 2006 to provide staff and decision makers with a view of the railroad system within Lincoln and Lancaster County and to provide the planning tools to address existing and growing issues. This study is investigating mainline and short line routes for the freight and passenger railways serving and crossing Lincoln and Lancaster County. This study is expected to provide technical analysis and possible action elements to enhance services and provide for improved pedestrian and vehicle safety. Recommendations are to provide a program to improve the rail/highway and rail/pedestrian grade crossings and the security of railroad rights-of-way. Planning and engineering activities may continue in FY 2007 as time permits.

Goods and Freight Movement Planning (6620): Goods and Freight movement planning activities will continue to gather information, analyze commodity movements and develop input from the freight hauling community for input in developing infrastructure investment strategies. Planning activity in FY 2006 included the developing and administering a survey to freight carrier companies with facilities located within the Lincoln metropolitan area and Lancaster County. The primary focus of the survey was to establish a general inventory freight carriers, freight and goods transportation within the Lincoln / Lancaster County area, and identify key issues the trucking industry may have. The overall objectives of this survey are to:

- Create an inventory of local transporters with the type of goods they transport as well as the size of their fleet;
- Determine the key transportation issues and transportation related problems in the Lincoln Metropolitan Area and through out Lancaster County and;
- Establish of list of potential roadway improvements based upon the need and degree of difficulty for implementation.

Other planning strategies are to include coordinating with the Nebraska Department of Roads in examining freight issues and the programming of projects, continuing an active process of encouraging input from the freight hauling community, and investigating the possibility of a freight improvement program.

As a follow-up on FHWA/FTA recommendations in the Federal Certification findings, activities for FY 2007 include continuing an active process for involving the freight hauling community in the transportation planning process.

Pedestrian, Bicycle and Trails Planning (6630): The Pedestrian Plan, and Bicycle and Trails Plan was developed during the update of the Transportation Plan. This plan includes a range of planning activities that were addressed in the Multi-modal Transportation study and the Lincoln Downtown Master Plan study. These activities will continue to be addressed during FY 2007 and within the update of the Transportation Plan. The key planning activities are listed below.

- Develop the Pedestrian Centers Plan and maintain and improve the School Crossing Protection Program.
- Develop Pedestrian, Bicycle and Trails Standards for all public and private projects.
- Develop a city-wide database of all pedestrian facilities.
- Evaluate and extend the bicycle and trails system into the developing areas, filling in system gaps and providing connections to schools, parks and activity areas.
- Coordination Pedestrian, Bicycle and Trails facilities.
- Work with the County Engineer to identify potential bicycle corridors and explore opportunities for widening the shoulders of county roads.

Continued pedestrian bicycle and trails planning activities are to reflect direction given in the *Transportation Plan*. Planning activities include staff support for the Pedestrian and Bicycle Advisory Committee and on-going pedestrian bicycle and trails planning activities. Pedestrian, bicycle and trails planning and implementation activities will continue as an ongoing process.

Safe Routes to School Program. A new program required under SAFETEA-LU, the Safe Routes to School program, provides Federal-aid highway funds by formula to DOTs over five Federal fiscal years (FY 2005-2009) for infrastructure and non-infrastructure projects. The program is to promote projects and activities that improve safety and reduce traffic, air pollution, and fuel consumption in a two-mile vicinity of schools. The objective of infrastructure projects to foster walking and biking to school in a safe environment; non-infrastructure projects are encouraged to address education, engineering, and enforcement projects. The SRTS program is intended to supplement existing programs, or initiate a program if one does not already exist. In FY 2007, planning and engineering activities will be undertaken in developing a program of projects for participation in the Safe Routes to School program administered by the NDOR.

Pedestrian Facilities Plan for ADA Compliance. The City of Lincoln Public Works & Utilities Department will update the current *Pedestrian Facilities ADA Transition Plan* (1992) with the development of a supplemental planning document, Pedestrian Master Plan, to address the requirement for installation of curb ramps at existing pedestrian walkways, to repair sidewalks and to meet the expectations of pedestrians. The *draft* Pedestrian Master Planning document is to be completed by May 1, 2007. In conjunction with this planning activity, Civil Rights Training for staff will be undertaken to assure knowledge of laws governing the stewardship of the *American with Disabilities Act*.

Policy Studies and Regulation Review (6640): The Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) became law on August 10, 2005 and is the most recent authorization for surface transportation investment in the United States.

There are thirteen items that must be added or amended in an MPO's planning documents by this date to be compliant with SAFETEA-LU. For FY 2007, this activity includes costs associated with the study of identifying the "gaps" in the current plans and programs and completing the work needed to make existing plans and programs compliant with SAFETEA-LU and meet the July 1, 2007 deadline.

For FY 2007, this activity includes costs associated with the study of general transportation policy issues that develop throughout the year. Activity is expected to include review of state and federal regulations, such as the new SAFETEA-LU planning provisions and regulations as well as other activities not anticipated at the time of program development. Other work items may include the updating of the City of Lincoln Urban Design Guidelines to include Neo-traditional Planning concepts.

Transportation Facilities and Site Plan Review (6650): For FY 2007, this activity includes costs associated with the detailed analyses of major transportation facility design plans and the review of environmental assessment reports as needed. This item also includes work associated with reviewing project plans for new land use developments and associated impacts on the transportation network. These are not specifically listed in the work program but are submitted for review on an ongoing basis.

Transportation General Administration

Activities are conducted relating to general administration of the transportation planning process and relate to administration of the FHWA/PL grant. Activities are described below.

Certification (6710): A self-review process was conducted in 2005 and a report was reviewed by the Technical and Officials Committees regarding *Certification that the Transportation Planning Process Complies with Applicable Federal Laws and Regulations*. The MPO endorsed the compliance evaluation report and certified that the Planning Process for the Lincoln, Nebraska urbanized area met the requirements of 23 CFR 450.334(a), as published in Federal Register October 28, 1993 and the proposed rules 23 CFR 1410.334(a), as published in Federal Register May 25, 2000.

MPO Certification Review. The Lincoln Metropolitan Planning Organization (MPO) was designated by the FHWA and FTA as a Transportation Management Area (TMA) on July 8, 2002 which requires a detailed review of the transportation planning process for the MPO planning area on a three year cycle. The first full certification review as a TMA took place over a two day period, May 4th and 5th, 2005, and included all participating agencies. Federal representatives evaluated the transportation planning process in meeting the federal regulations governing the development of transportation plans and programs for metropolitan areas as identified in federal regulations; 23 CFR, Section 450.334(b) Metropolitan Planning Process. Representatives also interviewed staff associated with this process and received input from participating agencies and officials. This process also included a public hearing to solicit feedback from the public.

MPO Certification Review Findings. The FHWA/FTA certification review resulted in an "Action of Certification" that the "transportation planning activities in the Lincoln metropolitan area are being carried out in accordance with governing Federal regulations, policies, and procedures." No corrective actions were identified as a result of this review. Findings included

thirteen commendations and six local recommendations. A joint report from FHWA and FTA was transmitted to the MPO that jointly certified that the transportation planning process in the Lincoln metropolitan area for the period October 1, 2005 through September 30, 2009.”

Federal Certification findings recommend the following local planning items to be addressed.

1. FHWA/FTA recommends an evaluation of the effectiveness of the outreach efforts.
2. FHWA/FTA recommends the MPO perform an evaluation of the effectiveness of its Environmental Justice (EJ) efforts and, as part of the evaluation, it is suggested that the MPO survey low-income and minority communities in the Lincoln metropolitan area for these communities’ evaluation of the MPO’s EJ efforts.
3. FHWA/FTA recommends that all partners in the Lincoln area consider ITS technology as an integral part of every project rather than consideration of such technology being given at or near the end of project design in order to meet a minimum Federal requirement.
4. After the MPO has rewritten its planning prospectus, FHWA/FTA recommends the MPO, due to its now being a TMA, revisit and (if needed) update the interagency agreements.
5. The MPO needs to proactively institute a method to gain involvement from the freight industry in the transportation planning process.
6. The MPO and StarTran are to review the benefits of the Access to Jobs program and are encouraged to develop an “Access to Jobs Plan” and pursue Access to Jobs funding.

A self-review and evaluation process is conducted annually to determine the conformance of the Lincoln urban transportation planning process with applicable federal laws and regulations. This report contains a compliance evaluation for the Certification that is reviewed and acted upon in conjunction with review of the Transportation Improvement Program.

Service (6720): This activity includes the provision of information to the public upon request, speaking engagements, and assistance to operating agencies responsible for implementing long-range plans. Information is forwarded to appropriate agencies, groups and the general public as requested.

Professional Development (6730): The costs related to attending approved professional transportation planning workshops, conferences, and meetings, and the associated travel to be partially paid by FHWA/State PL funds. Professional development activities may include the exploration of “Context Sensitive Design Planning” concepts and techniques within the context of the transportation planning process.

Contingency (6740): This item includes work associated with activities not specifically listed in the work program or those not anticipated at the time of development of the FY 2007 work program. Quarterly reports for the grant reimbursement will describe miscellaneous activities.

MPO Administration (6750): This activity includes work necessary for carrying out the Metropolitan Planning Organizations (MPO) administrative functions for FY 2007. These are generally day to day functions not specifically listed in the work program. Quarterly reports for the grant reimbursement will describe administrative activities.

PL Fund Grant Administration (6760): This activity includes staff time associated with the management of the PL Fund grant. This includes the review and execution of the PL Fund grant

contract, preparation of activity reports, reimbursement requests and audits, and the staff time management system.

Overhead:

Overhead, or indirect costs, may be included with staff time for quarterly grant reimbursement claims. These costs may include the following cost categories which are subject to conditions set forth in the payment section of the PL Fund agreement:

- | | |
|--------------------------|--------------------------------------|
| • Social Security | • Employee Assistance Program |
| • Retirement | • Photo coping and Printing |
| • Life Insurance | • Supplies |
| • Health Insurance | • Equipment |
| • Workmen's Compensation | • Travel/Mileage |
| • Sick Leave | • Depreciation (schedule) |
| • Vacation | • Government Wide Allocation Plan |
| • Holiday | • Supervision and Record Maintenance |
| • Unemployment | • Management Overhead |

When claimed for reimbursement, the rate for overhead costs will be, at a maximum, determined by an audit of Lincoln's payroll and related expenses for the FY 2006 PL contractual agreement. Only those payroll-related expenses shown above and included in the Employee Fringe Benefits in part 1.31.6 of the Federal Acquisition Regulation (Code of Federal Regulation 48) will be eligible for reimbursement. For purposes of estimation of the overhead/indirect cost funding level in the work program, a 130% rate will be applied for the anticipated labor costs.

Products:

The activities included in this work program will be carried out in accordance with the MPO Prospectus (*Operations Plan For Continuing Transportation Planning*). The following Activity Reference Chart reflects the activities described above, with agency responsibilities and estimated costs noted. The activity number is that assigned to each activity for purposes of the Public Works and Utilities Department and Planning Department Time Management Systems.

STAFF TIME ESTIMATES FOR FY 2007

Staff	Staff Months
Professional Staff	34
Support Staff	20

ESTIMATED COSTS BY AGENCY

Agency	Estimated Costs
Lincoln City-Lancaster County Planning Department (LLPD)	
Total Costs (100%):	\$130,950
Federal Share (80%): PL Fund	\$104,760
Lincoln Department of Public Works (DPW)	
Total Costs (100%):	\$352,262
Federal Share (80%): PL Fund	\$281,809
TOTAL PROGRAM FUNDS:	
Total Costs (100%):	\$483,212
Federal Allocation: SPR-PL-1(44) (80%)	\$353,027
Federal Allocation: SPR-PL-1(43) (Carry-Over 80%)	\$0
Federal Allocation: SPR-PL-1(42) (Carry-Over 80%)	\$33,542
City Share (20%):	\$ 96,643
OTHER FUNDING SOURCES:	
Lancaster County Engineer (LCE)	
Total Costs (100%)	\$ 4,000
County Share (100%)	\$ 4,000
Nebraska Department of Roads (NDOR)	
Total Costs (100%)	\$ 30,000
Federal Share, SPR (80%)	\$ 24,000
State Share (20%)	\$ 6,000

NOTE: The availability of federal funds are based upon the continuation of existing funding levels.

ACTIVITY REFERENCE CHART - ELEMENT 401

**WORK PROGRAM FOR CONTINUING TRANSPORTATION PLANNING
IN THE LINCOLN METROPOLITAN AREA: FY 2007**

Act. Number	Activity	Responsible	Agency Primarily	Estimated Costs by Agency			
				DPW	LLPD	LCE	NDOR
ANNUAL SURVEILLANCE, MONITORING, EVALUATION VARIABLES							
6110	Population-related Factors		LLPD	0	500	0	0
6120	Economic Factors		LLPD	0	500	0	0
6130	Land Use Factors		DPW, LLPD	1,500	4,750	0	0
6140	Transportation Facilities		DPW, LCE, NDOR, TC	25,000	500	800	0
6150	Transportation System Planning		DPW, LCE, NDOR, TC	25,000	1,000	250	0
6160	Traffic Control Features		DPW, LCE	500	0	100	0
6170	Travel Model Development and Maintenance		DPW, LCE, NDOR	120,000	6,500	100	0
6180	Regulatory Controls and Programs		DPW, LLPD	500	500	0	0
6190	Social and Community Value Factors		DPW, LLPD	1,500	1,000	0	0
6200	Census Planning Activities (CTPP)		DPW, LLPD	500	1,000	0	0
6210	Financial Resources (TIP, CIP & Staging)		DPW, LLPD, LCE, TC	6,000	2,000	350	0
TRANSPORTATION-RELATED ROUTINE REPORTS							
6310	Annual Transportation Report		DPW, LLPD, TC	2,500	500	0	0
6330	Unified Planning Work Program		DPW, LLPD, TC	2,500	500	0	0
6340	MPO Prospectus		DPW, LLPD, TC	8,500	1,000	0	0

ACTIVITY REFERENCE CHART - ELEMENT 401

**WORK PROGRAM FOR CONTINUING TRANSPORTATION PLANNING
IN THE LINCOLN METROPOLITAN AREA: FY 2007**

Act. Number	Activity	Responsible	Agency Primarily	Estimated Costs by Agency			
				DPW	LLPD	LCE	NDOR
TRANSPORTATION-RELATED COMMITTEES							
6410	Technical Committee		DPW, LLPD, LCE, TC	3,000	1,200	300	0
6420	Officials Committee		DPW, LLPD, LCE, TC	1,500	500	200	0
6430	Technical Committee Subcommittees		DPW, LLPD, LCE, TC	2,500	1,000	200	0
6440	Citizen Advisory Committees		DPW, LLPD, TC	7,500	2,000	0	0
TRANSPORTATION SPECIAL PROJECTS							
6510	Interim Reports		DPW, LLPD, LCE, TC	3,500	1,000	100	0
6520	Major Transportation Plan Update		DPW, LLPD, TC	30,000	18,400	0	0
6530	Annual Review and Plan Reevaluation		DPW, LLPD, LCE, TC	0	500	500	0
6540	Transportation Plan Amendments		DPW, LLPD, LCE, TC	1,500	1,500	200	0
6550	Procedural Development (DIME/TIGER, GIS, MAF)		DPW, LLPD, TC	0	2,500	0	0
6560	System Management Programs(TSM, CMS, ITS)		DPW, LLPD, LCE, TC	30,000	500	200	0
6570	Subarea Planning and Corridor Studies		DPW, LLPD, LCE, TC	30,000	29,500	400	0
6580	Multit-Modal Transportation Planning		DPW, LLPD, TC	5,000	15,000	0	0
6590	Downtown Lincoln Master Plan		DPW, LLPD	500	1,500	0	0
6610	Railroad-related Planning		DPW, LCE	3,500	500	150	0

ACTIVITY REFERENCE CHART - ELEMENT 401

**WORK PROGRAM FOR CONTINUING TRANSPORTATION PLANNING
IN THE LINCOLN METROPOLITAN AREA: FY 2007**

Act. Number	Activity	Responsible	Agency Primarily	Estimated Costs by Agency			
				DPW	LLPD	LCE	NDOR
6620	Goods and Freight Movement Planning		<i>DPW, LLPD, TC</i>	6,000	500	0	0
6630	Pedestrian, Bicycle and Trails Planning		<i>DPW, LLPD</i>	6,500	6,500	0	0
6640	Policy Studies and Regulation Review		<i>DPW, LLPD</i>	4,500	10,500	0	0
6650	Transportation Facilities and Site Plan Review		<i>DPW, LLPD</i>	5,000	5,000	0	0
TRANSPORTATION GENERAL ADMINISTRATION							
6710	Certification		<i>DPW, LLPD</i>	1,500	500	0	0
6720	Services		<i>DPW, LLPD, LCE</i>	262	500	150	0
6730	Professional Development and Travel		<i>DPW, LLPD</i>	4,500	10,500	0	0
6740	Contingency		<i>DPW, LLPD</i>	0	0	0	0
6750	MPO Administration		<i>DPW</i>	7,500	500	0	0
6760	PL Fund Grant Administration		<i>DPW</i>	4,000	600	0	0
	SPR Funding		<i>NDOR</i>	0	0	0	30,000
	OVERHEAD (130%)		<i>DPW, LLPD</i>	0	0	0	0
PROGRAM TOTALS (100%)				\$352,262	\$130,950	\$4,000	\$30,000
PL FUNDED				\$281,809	\$104,760		

TRANSIT PLANNING WORK PROGRAM

The following describes transit planning activities expected to be conducted in FY 2007. The task budget categories are per Federal Transit Administration (FTA) guidance circulars to be utilized for reporting and auditing purposes. Tables follow this information describing the level-of-effort and budget of each indicated task.

44.21.00 Program Support and Administration - Review and Coordination:

Various administrative activities will continue in FY 2007 in coordination with planning carried out by other agencies, including:

- Staff supervision and administration
- Professional development
- Coordination and development of planning activities
- Policy review and development
- Budget development and coordination
- Review and development of StarTran Strategic Plan

44.21.00 Program Support and Administration - Grant Administration:

Appropriate grant administration activities will continue in FY 2007, including preparation of FTA applications, development of status reports and financial record keeping for all active grants.

44.21.00 Transportation Administrative Programs:

Transit-related portions of the following such transportation administrative programs will continue to be developed in FY 2007:

- Unified Planning Work Program.
- Planning process certification report
- Title VI, EEO, and DBE

44.24.00 Short-Range Transportation Planning:

Activities specifically related to short range transportation system/project planning and analysis will continue in FY 2007, to include:

- Management analysis of and planning related to internal operations
- Short-range transportation system management (TSM) activities.
- Transit-related system and project planning.
- Transit-related surveillance activities.
- Transit marketing planning.
- Monitor results of Passenger Counting System for route performance and service effectiveness.
- Appropriate planning activities associated with Intelligent Transportation Systems.
- Coordination of Human Services Transportation program.

- Appropriate planning activities associated with the *Transit Development Plan Study*.
- Potential support of the Job Access Reverse Commute Program and New Freedom Initiative.

44.25.00 Transportation Improvement Program:

In FY 2007, the transit portion of the 2007-2009 and 2010-2012 Transportation Improvement Program (TIP) will be developed, with appropriate reviews and actions.

44.26.88 Americans With Disabilities Act:

In FY 2007 planning, development, and improvement of transportation services to the elderly and persons with disabilities will continue to include:

- Administration updating, and implementation of the *Complementary Paratransit Plan*.
- Appropriate planning associated with the League of Human Dignity Transportation Committee.
- Appropriate planning associated with coordination of non-emergency transportation services.

44.26.84 Financial Planning:

Planning processes which consider innovative funding services and assist with the development of sound transportation financial planning process, which result in accurate estimates of available funds, system costs, and future operation/maintenance costs, will continue in FY 2007.

44.26.86 Environmental and Community Impact/Livable Communities:

Appropriate planning activities will be conducted in FY 2007 which give early consideration of the natural environment and effects of transportation planning and project activities. Such planning activities will “address, as appropriate, equitable distribution of mobility benefits and possible adverse environmental/health impacts of federally-funded transportation investments and activities.”

Brian Praeuner (06/01/06)

**TRANSIT PLANNING PROGRAM
FUNDING SUMMARY
F.Y. 2007**

	FTA Section 5303	FTA Section 5307	City of Lincoln	TOTALS
Section 5303	\$87,132	\$0	\$21,783	\$108,915
Section 5307	\$0	\$32,639	\$8,160	\$40,799
TOTALS	\$87,132	\$32,639	\$29,943	\$149,714

TRANSIT PLANNING PROGRAM FUNDING BY TASK F.Y. 2007

	FEDERAL DOLLARS		CITY MATCH		Total
	Section 5303	Section 5307	Section 5303	Section 5307	
44.21.00 Program Support & Administration- Review & Coordination	23,526	8,815	5,881	2,203	40,425
44.21.00 Program Support & Administration- Grant Administration	15,684	5,875	3,921	1,469	26,949
44.21.00 Program Support & Administration- Transport Administration Programs	4,355	2,611	1,089	408	8,463
44.24.00 Short Range Transportation Planning	26,140	9,792	6,537	2,694	45,163
44.25.00 Transportation Improvement Program	1,743	652	435	163	2,993
44.26.88 Americans with Disabilities Act	12,198	3,590	3,050	897	19,735
44.26.84 Financial Planning	1,743	652	435	163	2,993
44.26.86 Environmental & Community Impact/Livable Communities	1,743	652	435	163	2,993
TOTALS	\$87,132	\$32,639	\$21,783	\$8,160	\$149,714

Brian Praeuner (06/01/06)

ENVIRONMENTAL STUDIES AND PROGRAMS

URBAN AIR QUALITY PLANNING

Objective:

The minimization of air pollution such that the health and welfare of the public is optimized.

Ongoing Work:

Since February of 1989, Lincoln has been designated by U.S. EPA as being in attainment for all the National Ambient Air Quality Standards (NAAQS). An ambient air quality monitoring program, operated by the LLCHD, monitoring for Carbon Monoxide (CO), particulate matter less than 2.5 microns in diameter (PM_{2.5}), and ozone has been in place for many years. Air toxics monitoring was conducted from March of 2002 through April of 2003. Monitoring for diesel particulate matter (black carbon) began in the summer of 2004 and is ongoing. In addition to monitoring activities, the Lincoln- Lancaster County Health Department (LLCHD) also conducts periodic computer modeling exercises to quantify transportation related air emissions.

Types of Monitoring Activities:

PM 2.5 Monitoring for particulate matter less than 2.5 microns in diameter (PM_{2.5}) was begun in late 1998 to evaluate the potential impact of this pollutant on community health. To date, data indicates levels of PM_{2.5} are well below the NAAQS standard. In June of 2006, continuous real-time monitoring for PM 2.5 was initiated. The LLCHD will continue to define the contribution of transportation to PM_{2.5} levels, whether through modeling or other analysis.

PM10 Years of monitoring data have demonstrated that Lincoln-Lancaster County does not have a regional problem with PM10, therefore, monitoring for PM10 is no longer necessary.

Air Toxics Data indicates that some of the public health risk associated with exposure to hazardous air pollutants, as defined in the Clean Air Act, is contributed by mobile sources. The LLCHD continues emissions inventory work to characterize emissions of air toxics from on-road vehicles. The LLCHD has purchased an aethalometer to measure diesel particulate matter, a form of air toxics, throughout the city and county.

Ozone Monitored levels of ozone in Lincoln-Lancaster County continue to be lower than both the 1-hour and 8-hour ozone NAAQS, as communities approach the 300,000 population level the likelihood of ozone non-attainment increases. LLCHD will continue to monitor for ozone and specifically will strive to forecast future concentrations.

Carbon Monoxide Between June, 1986, and April, 1988, there were three exceedances of the eight-hour CO NAAQS. Because of the method for determining violations however, no violations had officially occurred. Eventually, monitoring showed that eight quarters (2 years) had passed without a violation of the standard. This met all SIP requirements and allowed the LLCHD, through the NDEQ, to request that U.S. EPA redesignate Lincoln as an attainment area for CO. In February 1989, that re-designation was finalized and Lincoln was officially designated by U.S. EPA as in attainment for all the NAAQS. Monitoring continues with good results to date.

Ongoing Activities: Emission Inventory, Modeling, and Air Monitoring:

The State Implementation Plan (SIP) requires continued monitoring. LLCHD will continue to monitor ambient air for CO at 27th and "O" Streets. Monitoring for PM_{2.5} continues to be performed at 3140 N Street. Monitoring for Ozone continues to be performed in the village of Davey, Nebraska, just north of Lincoln. Data is recorded and appropriate 1-hour, 8-hour, 24-hour, and annual averages are computed.

In order to assess the impact of emissions from mobile sources, a comprehensive inventory was conducted in FY 2003. An inventory of network-wide emissions from on-road gasoline and diesel vehicles, non-road equipment, railroad locomotives, and aircraft/airport activities was completed in FY 2003 using standard, EPA-approved models and emission calculation methods.

Recently, the Lincoln Public School system installed oxidation catalyst devices on each of its diesel powered school buses, and StarTran, the public bus transportation system in Lincoln, converted all of its diesel buses to operate on ethanol blended fuel. These measures result in lower emissions of diesel particulate matter, hydrocarbons, and carbon monoxide to further ensure good air quality for Lincoln and Lancaster County.

The LLCHD will continue to cooperate with the Lincoln-Lancaster County Planning Department, the Public Works and Utilities Department and the Nebraska Department of Roads to understand and quantify emissions related to the local transportation system. The LLCHD will remain involved with the local Metropolitan Planning Organization to carry out this effort.

Rick Thorson (06/14/06)

SALT CREEK TIGER BEETLE

Objective:

This objective is to promote the understanding and awareness in planning activities to facilitate the protection of habitat of the Salt Creek Tiger Beetle.

Previous Work:

On November 7, 2005, the U.S. Fish and Wildlife Service listed the Salt Creek Tiger Beetle as endangered under the U.S. Endangered Species Act. Endangered and threatened species are the most vulnerable plants and animals in our native natural communities. The only three known populations of the Salt Creek Tiger Beetle species in the world occur in saline wetlands in eastern Nebraska. The beetles are considered the rarest insect in Nebraska and are also protected under Nebraska State law.

The Service's listing states that surveys from 1991 to 2005 show declines in population size and distribution. The surveys indicate that the number of remaining Salt Creek Tiger Beetle populations has fallen by half - from six to three populations - since 1991. The 2005 surveys revealed that the Salt Creek Tiger Beetle numbers fewer than 153 individuals.

DEPARTMENT OF THE INTERIOR

Fish and Wildlife Service

**50 CFR Part 17
RIN 1018-AJ13**

Endangered and Threatened Wildlife and Plants; Determination of Endangered Status for the Salt Creek Tiger Beetle (*Cicindela nevadica lincolni*)

AGENCY: Fish and Wildlife Service, Interior.

ACTION: Final rule.

SUMMARY: We, the U.S. Fish and Wildlife Service (Service), determine endangered status for the Salt Creek tiger beetle (*Cicindela nevadica lincolni*), pursuant to the Endangered Species Act (Act) of 1973, as amended (Act). This species is endemic to the saline wetlands of eastern Nebraska (NE) and associated streams in the northern third of Lancaster County and southern margin of Saunders County. Only three small populations of this subspecies remain, and the known adult population size in 2005 was only 153 individuals. This final rule extends Federal protection and recovery provisions of the Act to the Salt Creek tiger beetle.

DATES: This final rule is effective November 7, 2005.

The Salt Creek Tiger Beetle is considered a "bio-indicator" species. Its presence signals the existence of a healthy saline wetland, and it serves as an important link in a complex food chain of the saline wetland ecosystem. A healthy saline wetland provides numerous benefits for people, including water purification and flood control. The Salt Creek Tiger Beetle is native to eastern Nebraska's saline wetlands and the associated streams in the northern third of Lancaster and south-central edge of Saunders counties. It occurs in exposed mud flats of saline wetlands and along mud banks of streams and seeps.

The 2005 surveys revealed that the Salt Creek Tiger Beetle numbers fewer than 153 individuals and the remaining populations of Salt Creek Tiger Beetles are believed to be threatened by:

- Habitat loss and degradation due to development in northern Lancaster County and Lincoln, Nebraska.
- Increased freshwater runoff and sediment from urban areas - which lowers the salt content in the water and encourages vegetative encroachment.
- Bank sloughing from incised streams that were channeled.
- The effects of bank stabilization projects.
- Pollution.
- Pesticide application or runoff, and habitat loss and degradation due to grazing and cultivation.

Mid-Term Planning Activities:

- Assist the U.S. Fish and Wildlife Service in the development of a Recovery Plan for the Salt Creek Watershed and Salt Creek Tiger Beetle habitat.

Long-Term Planning Activities:

1. Develop a Management Plan for the Salt Creek Watershed and Salt Creek Tiger Beetle habitat.
2. Pursue an integrated, interagency, ecosystem approach to obtaining needed research information about the Tiger Beetle life history, and habitat requirements.
3. Identify and assist landowners with existing programs available to preserve wetlands on private property, and transition lands around the wetlands.
4. Investigate incentives for landowners in regard to voluntary purchases, easements, etc.
5. Initiate a cooperative public education effort that would raise awareness of the Tiger Beetle and its unique habitat, and encourage the public to maintain an interest in the area.
6. Include the area of concern in the Comprehensive Plan in regard to land use, stormwater volume inputs, and direction of growth.

Products:

Establish funding for research regarding the protection of the habitat area in order to determine the impacts of basin-wide land use changes and human activities on the Salt Creek Tiger Beetle. A recommendation is also anticipated to remove the Salt Creek Tiger Beetle habitat (saline wetlands) and a buffer zones from the growth areas identified in the Lincoln City-Lancaster County Comprehensive Plan.

Other products anticipated are on-going formal partnerships between the City, County and other entities to explore opportunities for the protection of the Salt Creek Tiger Beetle and their saline wetlands habitat.

Funding Source: Combination of local, federal and other funding as can be developed.

Functional Agency Responsibility: Local, 100%

FLOOD PLAIN MANAGEMENT PROGRAM COORDINATION

Objective:

This program is to promote the public health, safety, and general welfare, and to minimize public and private losses due to flood conditions by sound management of flood hazard areas. To accomplish this an integrated watershed management program is to be developed and maintained that will take a comprehensive, proactive approach to floodplain and stormwater management. This also enables the City and County to maintain status in the National Flood Insurance Program.

Previous Work:

During 2005-06, the following items were completed:

1. Floodplain mapping efforts underway in Beal Slough, South East Upper Salt Creek (SEUSC), Stevens Creek and Salt Creek of which three have been adopted locally for regulation, Beal Slough, SEUSC, and Stevens Creek.
2. On-going efforts with comprehensive Watershed Management program, to address floodplain and stormwater issues and to meet the requirements of the City's draft MS4 NPDES permit for water quality;
3. Continued monitoring efforts on completed City Wetland Mitigation Bank;

Methodology:

The following activities are anticipated to be initiated, developed, or completed in FY 2006-2007:

1. Continue to map a new floodplain for Salt Creek and adopt an alternative floodway for local regulation prior to the official adoption of the maps by FEMA.
2. Continue to coordinate with the Corps of Engineers and the Lower Platte South NRD regarding the Antelope Valley flood control project;
3. Continue to disseminate floodplain information to the public; utilize web technology and GIS to increase the range of information available;
4. Continue to develop a basin master plan for the Dead Mans Run watershed to reduce flood threats and improve water quality;
5. Continue the process of developing new floodplain maps for Salt Creek within the City of Lincoln limits and future growth areas;
6. Continue the process of acquiring approximately 220 acres of floodplain easements in the Southeast Upper Salt Creek watershed;
7. Continue the process of developing a stormwater basin plan for the Cardwell Branch watershed within Lincoln's future service limit to reduce flood threats and improve water quality;

8. Continuing efforts on the Digital remapping of Beal Slough, Southeast Upper Salt Creek, Stevens Creek and Cardwell Branch;

Products:

The Floodplain Management products will include studies, reports, and amendments to regulations and maps, as needed; provide data upon request. The watershed master planning project will include basin master plans for a range of watersheds that will ultimately be brought together as a unified Master Watershed Plan for the City of Lincoln and environs.

Funding source:

Combination of local and federal funds.

Functional Agency Responsibility:

Local, 100%.

Biesecker (06/07/06)

END